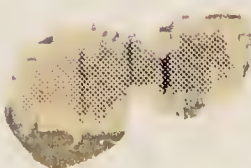
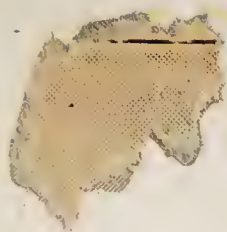


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PERTH COUNTY BUILDINGS, STRATFORD.

# HISTORY

OF THE

## COUNTY OF PERTH

FROM 1825 TO 1902.

BY

WILLIAM "JOHNSTON,"

ST. MARYS,

AUTHOR OF "PIONEERS OF BLANSHARD."

" F.  
5545  
P3J65 "

WITH PORTRAITS AND ILLUSTRATIONS.

STRATFORD:

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## PREFACE

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It is now seventy years since the story of pioneer life was begun in Perth County by Sebastian Fryfogle in South Easthope. During that period such marvellous changes have taken place as the most sanguine backwoodsman could have had no conception of. To follow the foot-prints of progress during that three score and ten years, distinguishing those events which have culminated in our present conditions, is surely a theme worthy our highest aspirations. In my efforts at gathering up and describing scenes and circumstances, which lie along our ever-changing prospect, I feel impressed with a sense of unworthiness to discharge my self-imposed duty. The responsibility of dealing with events and characters of men who have laid as on a sure foundation the destiny of this county has overwhelmed me with fear that I might fail in doing justice to all.

A mass of material had to be sought out, scrutinized, and such evidences (as to historical value) selected and arranged as far as possible in chronological order, so as to give effect to the whole, which seemed an almost impossible task. I may be permitted to say, however, that whatever my shortcomings may be, and they are many; whatever my inability as a writer may be, and it is great; no one, I trust, will ever charge me with insincerity or unfaithfulness in prosecuting this important work. In that great realm of history, where men's motives must be judged largely by their actions, it is a solemn responsibility resting on the single mind of the historian that no unjust reflections be made on those whose lips are forever closed in everlasting silence.

In preparing and compiling this work every precaution has been taken to secure accuracy in its details, as being essential to con-

fidence in its reliability. Without this quality it could not be valuable. Wherever dates are given they have been taken from records. Where oral information only has been obtainable regarding events, statements are made in general terms without conveying the idea of positive certainty.

I desire to express my sincere thanks to those persons who have kindly assisted me in obtaining information. To Mr. Steele, of the Canada Co., London, England; officers of the Crown Lands and Canada Co., Toronto; Mr. Lane, county clerk of Huron; Mr. Robson, county clerk of Middlesex; and municipal officers, clergy, and others of our own county, I am under deep obligations. I may be permitted here specially to thank Mr. John Idington, county attorney, of Stratford, for his excellent contribution in his chapter on the county judiciary. I desire, also, specially to thank Mr. R. R. Lang, city clerk, Stratford, for a chapter on the militia and volunteer corps of this county.

In conclusion, I may say that every exertion has been made to establish truth regarding all of whom I have had occasion to write. I have given honour where honour is due, and in my humble way rescued from oblivion the names of many who did a great work in this county. That I will please all I have no hope, and if censure should fall on my efforts I shall be still proudly conscious that where I fail I will fail as a martyr.

WILLIAM JOHNSTON.

St. Marys, December 31st, 1902.



PERTH COUNTY HOUSE OF REFUGE, STRATFORD.



# HISTORY

## OF THE

# COUNTY OF PERTH

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### CHAPTER 1.

#### GENERAL REMARKS ON PIONEER LIFE

I propose to write a history of the County of Perth, in order that those whom futurity will bring may know the story of pioneer life in this portion of Canada. The passing years glide silently onwards, now laden with memories of those old settlers who transformed the dreary wilderness of the Huron Tract into smiling fields and happy homes. The love of an aged pioneer for his old farm was a sacred feeling, and in his bosom ranked next to that of his family, or even to life itself. Here he came in his youth, with high aspirations and a determination to make a home for himself, in spite of adverse circumstances and almost insurmountable difficulties. Here his children grew up around him, here he fought life's battle, endured the struggle with penury, often with the stern spectre of want at his door, and here also was the scene of his ultimate triumph. The names of many are now lost, but their work remains. The fertile acres they hewed from the forest have, we regret to say, in too many instances passed into other hands. The old homestead, with all its hallowed associations, is now held by the stranger. There are still a few remaining, however, of this old band, now worn and grey, bending low beneath the weight of years, and from these must be gathered the story of the early settlement of this County.

It should be the work of the historian, therefore, among these old veterans to search out from old memories, threads of past circumstances and events, weaving them into a web which will show the trials, the hardships, and the patient enduring toil of the humble backwoods-man. To these brave adventurers this County of Perth owes her beautiful farms, her wealth, and her advanced place in the great march of civilization. The old pioneers were as a class fearless and intrepid men. To a moderate degree of comfort in the Old Land, with, in many cases, an immoderate degree of servility, they preferred a voluntary exile in the Huron Tract, far away from friends, and remote from neighbors—which gave them independence. Their huts or dwelling places were of the rudest description. Roads there were none—nothing to point the way except a blaze on the tall trees, leading on and on, further away from the outside world, deeper and deeper into what seemed to be an illimitable wilderness. In these primitive cabins there was little comfort. Yet, in spite of their scanty fare, in spite of cheerless surroundings, there was much happiness. It is a distinguishing mark of the goodness of God that happiness may be found anywhere.

The heart's aye the part, aye,  
That makes us right or wrong.

In these log cabins, rude though they were, there was joy. Beneath the trough covered roof there were loving hearts, and wherever there is love, there, too, is happiness. When the old minister, a gray-haired wanderer of the woods, came at long intervals to break the bread of life to his far-scattered flock, there was joy. When the day's toil was over, and a great fire roared up the clat and clay chimney, a heap of wood lying on the dog irons in front of a blazing back log, the winter storms might spend their fury on the groaning forest; there was joy in the rude shanty. When the walls of the log barn had been raised, and the kind neighbors had retired to the hut, when the dance soon grew fast and furious, there was joy.

To say that the old pioneers were, as a class, people of learning or refinement, as we understand these things to-day, would convey



an erroneous impression. To say that a few of them were, would undoubtedly be true. Some had seen better days, and hoped to do so again. A large number of them were men of decided character, of strong natural proclivities, with great energy and determination. At long intervals, an old settler with some book learning might be found. Many could not read; many more could not write. By far the largest number, however, had what was practically more useful than book learning. They had the education obtained from coming in contact with their fellows. A constant appeal also to their decision and judgment rendered more incisive their shrewdness and penetration. In backwoods life new difficulties were constantly springing up, which had to be met unaided by the pioneer. These necessities arising from his vocation kept constantly in action the inventive qualities of his mind. They were all poor, and nearly all accepted those hardships and inconveniences inseparable from pioneer life, with the fullest confidence that a fertile soil and the bright sunshine of Canada would yield an ample reward for their toil. It could only be for a few years, at most, that the struggle would continue. Hope was ever present with them, pointing away to that time when success would bring competence as a reward for their self-denial and perseverance.

By far the greatest number of those who entered the woods were young men. Age, with its "wise saws and modern instances," was of little use in the bush. Indeed, pioneer life furnished the clearest evidence of Darwin's theory of the "survival of the fittest." The great essential to a backwoods-man, above all others, was muscle. Without this life would be a failure. Constant labor soon undermined those constitutions whose ground work was not as strong as steel. Wealth, as a rule, he had none, whereby he might have to some extent relieved himself from his daily task. His sole implements of fortune were a fertile soil, an axe, and industry. The County of Perth supplied him with the first, the second he could obtain for a dollar, and the third was the gift of heaven. Thus equipped the hero of the woods entered the lists with fortune, but with almost every assurance that ultimately he would be triumphant.

Pioneer life in Canada may now be said to be a thing of the past. It is true, there are immense tracts of unbroken forest yet to be conquered and made fit for the abode of man. Those conditions which obtained in the early history of this county retarding the operations of settlement, and causing much of the hardship peculiar to the lot of the early settler, now no longer exist.

Canada has during the last fifty years become a great and wealthy country. Wherever a new settler plants his foot now—there trade and commerce, those hand-maids of agriculture, are at his heels, listening for the first sound of his axe. Indeed, he is often preceded by many of those conveniences peculiar to the successful prosecution of his calling. Railways are built, roads are constructed by the Government, telegraphs put in operation, mail routes opened up; in short, almost everything is done to keep him in touch with a civilization of which he is the advance guard. The necessities of life for the pioneer of to-day are easily obtainable, and his enjoyments of its comforts will be limited only by his ability to purchase them. There is no isolation now, as was the case in the early days of this county, and the present position of a new settler is as if the great centres of our population were putting forth an arm to make new conquests from the wilderness. Every effort of the backwoods-man is now supported, and is the outcome of an energy from the throbbing heart of civilization, following close on his train, and urging him on.

During the settlement of this county there were no such conditions. Upper Canada, as Ontario was called at that period, was not a wealthy province. Its vast resources were yet undeveloped; indeed, were practically unknown, even in her most favored places. There were no centres of population near to the settlements in the Huron Tract. That splendid section of Ontario in which this county has a conspicuous place had yet to be made. The wilderness had to be transformed by the pioneer. There were no roads, no railways, no mail privileges, no means of communication with the outside. The settler in the early days of Perth County had nothing to aid him but a fertile soil, where it could be made available. The little produce he was able in course of time to place on



the market could not be disposed of except at great trouble and expense.

In the old days long strings of ox-teams from Downie, Fullarton, and the East Hopes, yoked to an ox-cart or a sled, toiled on, day after day over most horrible roads, through dismal, dreary swamps on their way to Galt, and even as far as Hamilton, with a few bags of wheat, for the purpose of obtaining as much money as would pay their taxes, and procure some of the ordinary necessities of life for their families. A whole week would be consumed in their journey, and when the cost of the trip was deducted, there was but little left for the poor pioneer. Nearly all the first settlers in Perth County were immigrants from the Old Land, and unacquainted with pioneer life. This intensified their difficulties to a still greater degree. They were all, or nearly all, without money, and without experience in a new country. Of the manner of clearing land, they knew nothing; everything was strange to them. In the woods they were like old Cyclopes, blindly groping around his cave. But necessity compelled them to action, and how they did then work the splendid aggregation of municipalities that compose this county are evidence.

It is an indication of awakening interest in pioneer life amongst our people that Historical Societies are being formed in many sections of this Province. Men and women of education and high literary merit delight in telling the story of these old days. Some of these writers, with a degree of poetic fervor, have thrown an atmosphere of romance around backwoods life, which is most honorable to their heart. They are giving prominence in Canadian literature to the efforts of a class, the former neglect of which is surely to be deplored. It is certainly a sacred trust imposed on this generation to treasure up their humble record, from which such great results have accrued to the people of our county. The importance of this literary work which is now being performed may not meet with such appreciation as it ought to receive, considering the sacred duty it endeavors to discharge. Let those who are engaged in it, have no fear, however; the time will assuredly come when such records will be held as worthy of the highest consideration among the treasures of the past.

Although we are not yet far removed from the days of the shanty, and the old log school on the corner (around whose rude walls tender feelings of many Canadians still linger) distance is even now lending enchantment to the view. The memories of those pioneers in the pathless woods are fast being invested with that nobility of character which alone is attributed to heroes. Men who do their duty well under favorable conditions are entitled to praise. Men who do their duty well under most unfavorable conditions must certainly be actuated by those motives which inspire the hero. If sincerity, as Carlyle avers, is the mainspring of heroic action, the old pioneers were sincere. They were sincere in the work they had undertaken to accomplish. They were sincere in the performance of all the requirements of good citizenship. They were sincere in the promotion of a continuous cumulative progress, which still grows and expands into these advanced conditions which now give beautiful homes, comfortable surroundings, and those many conveniences which characterize the County of Perth.

Those difficulties inseparable from the every day life of a backwoods man, his endless toil, his poverty, and his endurance we may compute, but that weariness of heart and soul sickness of the pioneer mother never shall nor can be known. Her self-denial, her patience, her lonely life in those eternal woods, which shut out the light of God's heaven from her eyes, would have destroyed everything earthly but the devotion of an affectionate woman. To labour with her husband in the logging fallow, to minister to the wants of a helpless family, were of themselves sufficient to render her lot one of extreme hardship. These were only physical trials, however, and bore no comparison to those longings of the mind, which wore out many a young life. In that lonely shanty, all alone at the dark hour of night, her husband far away, it may be with his oxen, endeavoring to procure food for their daily use, she trimmed the light on that old cracked saucer, sitting by the window as a beacon, glimmering through the dark woods to guide him home. It may be for weeks she has heard no human voice but her own. With a beating heart she keeps up her lonely vigil, listening for

the sound of the chains on the sled, for the forest echoes are now awakened by a long yelping howl, which she knows too well is ominous of danger.

It is little wonder then if the affinities of the pioneer and his wife became strong, a most beautiful description of which we quote from the "Days of the Canada Company," by the Misses Lizars. "Our foremothers were the true backbone of the country. How often does the searcher after any kind of history find himself with such an answer: 'I could have told that if my wife were living, but I lost track of things when she died.' Or, 'O, yes, I kept a diary for many years, but when my wife died I gave it up.' Or, 'I could tell you that and much more if I had my memory rightly, but I've minded little since my wife died.' The refrain is always my wife, my wife. Many a man of fifty will tell you to-day, 'that father lost heart, but mother kept us together.' And those gentle mothers of two generations gone, who came to the west 'when the tap of the woodpecker, in the silence of the summer bush, was as a hammer on the brain, and the hum of insect life a torment not to be borne,—do we not hear the piteous tales of them in their days of insupportable homesickness?' Ah, yes, those women who thirsted for air, light and space were driven half mad by the gloom of the forest and the difficulties of clearing, by the sound of the wind as it soughed or roared through the trees."

Let us therefore all join in the sentiment expressed in the beautiful lines of the Rev. Le Roy Hooker, of Detroit, when he says:

And when you pray for Canada,  
Implore kind heaven, that like a leaven  
The hero blood which there was given  
May quicken in her veins each day;  
So shall she win a spotless fame,  
And, like the sun, her honored name  
Shall shine to latest years the same.

## CHAPTER II.

### THE CANADA COMPANY

It is necessary, in order that we may comprehend much of our early history, that we glance at that great organization, The Canada Company, who were first owners of the Huron Tract, and under whose auspices was settled the greater portion of this county. It is important also from this fact : that the conduct of the Company towards those whom they had induced to settle on their lands was for many years subject to severe condemnation, not only by those settlers who located, but also by many who affected an interest in their success. Nearly all of this adverse criticism arose out of what was called the leasehold system, a plan adopted by the Company in disposing of their property. This agitation was kept up to some extent by interested parties who did not understand very clearly the questions at issue, and perhaps did not care. As might be expected an affair of such consequence, affecting a very large number of electors, soon attracted the attention of politicians, and was finally brought before parliament. Mr. Robert McFarlane, then member for Perth County, applied for and obtained a committee to investigate certain causes of complaint alleged by the settlers. Those old pioneers who were holding their land by lease were rejoiced that they had found so able a champion of their cause, and now at least their wrongs would be righted. The hour and the man had come when their grievances would be redressed.

The claims put forward by the settlers may be stated as : First, Patents issued by the Company were illegal, the Commissioners in Toronto had no authority to sign patents for land. Second, The Company had not carried out those agreements laid down in their

Charter, in not having made certain improvements—such as opening roads, building mills, etc. Third, The leasing system was illegal and unjust, since it enabled the Company to resume all lands on expiration of a lease and resell at enhanced prices. These higher prices were obtained not from improvements made by the Company, but were largely resultant from labour expended by settlers on adjoining lands. Fourth, An extra charge of  $2\frac{1}{2}$  per cent. on ten year leases, and  $1\frac{1}{4}$  on five year leases, being added to the original cash price if not paid till the expiration of the lease, was considered as simply an extortion. This extra levy was known as the “Sharing Money.” These grievances arose out of the leasing system, which was quite within the Company’s rights, and not inimical to the settler, as will be shown elsewhere.

The Parliamentary Committee proceeded to business by ordering all books and papers in possession of the Company to be laid before it for investigation. As might be expected the Company paid no attention. The Committee did not press its demand, and the affair was allowed to drop. As a matter of fact there was really no just ground of complaint. The motion passed in the House was not considered as serious, but as a political manoeuvre that found a ready support from both parties.

The Canada Company was organized in 1825, although its first inception as a financial corporation took place in 1824. John Galt, who was its promotor, associated with himself a number of gentlemen in Great Britain. Its object was to settle certain lands in Upper Canada, a grant of which from the British Parliament was to be obtained for a nominal sum. Mr. Galt was appointed first agent and came to Canada for the purpose of carrying out its projects towards a speedy settlement of their territory. With him was associated another person whose name is historical in the Huron Tract. This man was Dr. Dunlop. It may be proper to state here, however, that the settlement of the Huron Tract formed no part of that great enterprise engaging the Company’s attention. Neither did it relate in any way to those provisions made in the Charter recently granted to it by Great Britain. Since that vast country known as British America had been acquired, a



policy of Union of Church, a state as existing in old England had been persistently maintained in this country. In pursuance of this plan, therefore, and in order to place the Church in a greater degree of independence to the fast growing democratic element, which was strongly pervading the masses at that particular period, large grants of public land had been made for its support in Upper Canada. Those land grants were known as Clergy Reserves, and were located in several sections of this Province. The Canada Company was organized to dispose of those lands and open them up for settlement. In the original map of this territory, adjoining what was afterwards known as the Huron Tract, a large portion of Waterloo, Grey and Wellington Counties are marked as Clergy Reserve lands.

The first Act passed by the British Parliament, regarding the Company, was assented to by the King on June 27, 1825. This Act granted the Canada Company certain lands in Upper Canada, known as Clergy Reserves. While it gave a charter for the sale and disposal of these Reserves, it set forth in Clause No. 3 that "His Majesty may resume the domains hereby granted and substitute other lands therefor." This Act further empowered the Company to grant deeds under certain forms which are annexed to the Act itself—all such conveyances to be valid in law. So far these arrangements were quite suitable to all parties. When this legislation became known in Upper Canada (for the whole arrangements were completed in London), as if no Government existed in Canada, a very different order of things obtained. The Church took umbrage, and gathered together her forces to oppose the alienation of her property. An able and indefatigable defender of the rights of Episcopacy came forward in Bishop Strachan. This man was a Scotchman by birth, and brought into opposition all that fervor and doggedness characteristic of his country. He protested against the agreements made with the Canada Company. Those lands which had been set apart and granted to the Church for her support ought to be controlled and disposed of by the Church. Of the granting of these lands to this body there could be no doubt; and such being the case, there could be as little doubt that the Church should control them.

As a matter of course at that period any protestations from the Church in Canada could have little or no effect on the British Government. But she took stronger grounds. In her extremity she appealed to the Mother Institution in England, who came promptly to her assistance. Such was her power and influence in the Old Land, that His Majesty availed himself of the proviso laid down in clause three of the Act of 1825, resumed those lands set forth in the original grant, substituting therefor one million acres afterwards known as the Huron Tract.

On July 15, 1828, was passed another Act of the British Parliament, entitled an Act to amend an Act, enabling His Majesty to grant certain lands to the Canada Company. In accordance with the provisions of this Act, letters patent was granted on the 19th day of August, in the seventh year of His Majesty's reign, to the undernamed gentlemen who composed the first board of directors of the Company, viz;—Charles Bosanquet, Esq., William Williams, Esq., Robert Biddulph, Esq., Richard Blanchard, Esq., Robert Downie, Esq., John Easthope Esq., Edward Ellice, Esq., James William Freshfield, Esq., John Fullarton, Esq., John Galt, Esq., Charles David Gordon, Esq., William Hibbert, Esq., John Hodgson, Esq., John Hullet, Esq., Hart Logan, Esq., Simeon McGilvray, Esq., James McKillop, Esq., John Masterman, Esq., Martin Tucker Smith, Esq., and Henry Usborne, Esq. The letters patent granted to those gentlemen one million acres of land in Upper Canada, for which they had agreed to pay one shilling and three pence per acre. It was further enacted by the King's Most Excellent Majesty, by and with the advice of the Lords spiritual and temporal and the Commons, that two persons may be appointed by the Company to make conveyances, all of which should be valid in law. His Majesty appears to have acted like a wise king in the matter of legislation, for he still reserves the right to alter or amend. During 1827 negotiations were still in progress regarding the acceptance by the Company of the Huron Tract. On the 29th day of November, 1827, an ordinance was passed by the directors, approving an acceptance of one million acres in the London and Western district, recently bought from the Indians. There is also

a proviso setting forth that "when lakes, sand hills, rock, or swamp were prevelant, a further grant equivalent to all such waste or swamp land should be given by the Government out of other lands bought from the Indians, in order that the original one million acres should remain intact. In lieu of a great swamp, known to exist near the eastern portion of this territory, it was decided to accept a strip of land between Wilmot and the adjoining township to the south, also a strip of land north of Wilmot, which portions, according to an old map, were not yet surveyed. Another ordinance passed by the Company ordered that a new town be laid out on Lake Huron, on the River Menegtung, to be called Goderich, in honor of Lord Goderich. All these agreements were accepted and ratified by an Act passed in the British Parliament and assented to by the King on July 15, 1828. Thus the Canada Company became owners of that territory known as the Huron Tract, or County of Huron, a portion of which was afterwards organized into Perth County.

Mr. Galt had, a year or two prior to these later events, founded Guelph, from which point he and his associates directed their operations towards settling that great tract of country recently acquired. They caused surveys to be made, roads to be opened, and such other improvements as would facilitate this work. Beginning in the east, at the western limit of Waterloo, the Huron road was opened through what is now Stratford, extending in a straight line westward to Lake Huron, where Goderich had been surveyed. Along both sides of this road surveys were proceeded with, extending from the westerly limits of Wilmot to Lake Huron. The manner of making these surveys was certainly indicative of a strong want of confidence on the part of the Company in the early settlement of its large estate. So much was this the case, that along this highway, which passes through in its entire length one of the most fertile sections in this Dominion of Canada, the townships were surveyed in blocks of one concession at a time. When the boundaries of a municipality had thus been defined, it was named after a director of the Company. By a reference, therefore, to the names of the first board, given on a former page of this



work, an explanation will be found of the names given, not only to several townships in Perth County, but to others of the Huron Tract.

It may fairly be said that a man's want of success in his business affairs will in almost all cases be attributed to every known or conceivable cause except the correct one.

In his endeavor to satisfy his feelings he will never accuse himself as being the cause of his own misfortunes. The vagaries of luck, combinations of circumstances, perfidious friends, commercial exigencies, duplicity of those with whom he has business relations, are the spirits of evil that have crossed his path, but never himself, who may be the worst spirit of them all. A man who has been unsuccessful will always strike back at whatever he conceives to have been the cause of his failure. It is an inherent principle obtaining to a greater or lesser extent in us all to destroy, or attempt to destroy, by every available means whatever has obstructed us in the realization of our desires or projects of our ambitions.

From a lively exercise of this principle arose much of that discontent regarding those methods adopted by the Company for settling their lands. The great mass of those old pioneers of Perth County were courageous and industrious men. To say that all were of that character would be incorrect. With thousands that left Great Britain, Ireland, and Germany to make homes for themselves in this new land, many, aye, far too many, came who were entirely unfitted both by nature and early environment to bear the strain of pioneer life. These were, as a rule, unsuccessful. Their incapacity may have arisen from a lack of physical endurance, or from a want of that unconquerable spirit which meets and surmounts all difficulties, a phase of character most essential to pioneer life.

Whatever may have been the cause of failure there was no doubt as to their subsequent conduct, regarding this new country and its possibilities. In communication with their friends they told most doleful tales. Harrowing scenes of distress and hardship endured by those who had entered the woods, recited in piteous language, excited in those unacquainted with the conditions

of a new country, deep feelings of sympathy and commiseration. Above all, those methods to which the Canada Company had recourse in disposing of their land afforded no opportunity but a vain and hopeless struggle for a bare existence.

To those unsuccessful ones may be attributed, in a great measure, that want of harmony which too often existed between the settler and the Company. Yet, notwithstanding these adverse criticisms there was a constant rush into the new territory. The disappointed croaking of a few did not deter others. The stream still flowed on. Like patriarchs of old, men came and spied the land for themselves, and, satisfied regarding its fertility, took up the burden of pioneer life.

In considering any plan to facilitate settlement, that method which would be most suitable to the financial condition of those by whom it was to be effected, while it afforded a fair measure of security for the Company, would certainly be best. To place one million acres of land in the hands of thousands of men without a dollar being paid on it, was rather a hazardous undertaking. No security could be gotten from the ordinary settler; he had none to give. People of substance did not then locate in new places, neither do they now. Strong and energetic men are more apt to become backwoods-men, from this fact, that pioneer life affords a surer and more profitable investment for the poor man's capital, which is his labour alone, than any other at his disposal.

There was one consideration with the Company which outweighed all others—the principle of quick settlement. The more speedily land could be taken up the better for the Company, and better for the settler. For furthering this object offices were opened in Goderich, and in what is now Stratford, to accommodate intending purchasers. While the best land could be bought for \$1.50 or \$2.50 per acre, very little of it was taken in that way. Very few of those making a selection had money with which to pay even the small price asked. If no other method had been adopted to dispose of land, we venture to assert that this county would not have been as progressive as its subsequent history proves it to have been.

The system adopted, therefore, as being most suitable and affording reasonable security to both contracting parties, was known as the leasing system. By many, indeed by far the greatest number, this method was considered wholly bad. My own opinion as an old lessee settler of the Company is that it was wholly good. For a settler to buy and pay for a farm, even at the low price at which it was offered, would require an expenditure of from one hundred and fifty to two hundred and fifty dollars. Not one-fourth of the pioneers in Perth County could pay that amount. The greater number of them could pay nothing at all. To have sold these lands, and both contracting parties entering into bonds for carrying out their agreement, would have been useless. A bond implies a penalty for non-fulfillment of its conditions. Such penalty would and could have been made operative against the Company, but what redress could the Company get against a poor occupant of a bush farm? The goods of one whose whole store consisted of a bedstead, a rickety table, with a few rude benches, all made with the axe, afforded but little security. A pioneer, who with his family had subsisted for weeks on potatoes and cow cabbage in his battle for supremacy over the forest, was a hopeless mark to satisfy a writ.

Nearly all the land was, therefore, taken as leasehold. This enabled the Company to avail itself of the only capital a settler was possessed of—his labour. It also enabled a pioneer to invest his strength and his energy in a bank which paid high interest and was prompt in its returns. Every tree that he cut down, every acre that he cleared, increased his account, thus improving his condition, and making the Company more secure. These leases were usually granted for ten years, and bound the lessee to clear four acres each year. This was not a very hard condition, as any old pioneer will admit. The lessee paid taxes and performed statute labour. At the end of ten years he could make application for his patent at the original cost price, with two and one-half per cent. added. If a five years' lease had been accepted, then one and one-fourth per cent. was added. During the term of his lease a lessee paid an annual rental computed at a rate of six per cent.

on the cash price. Thus, one hundred acres of land valued at one dollar per acre would pay a yearly rental of six dollars. A farm leased at two dollars per acre, cash, would pay a yearly rental of \$12. If, during such period so demised and leased, a settler was able to pay any portion of the purchase price of his land, such sum was received by the Company, and interest allowed at the same rate they charged the settler. This arrangement was certainly a most equitable one. If, at the expiration of ten years a lessee had been thrifty and industrious, he would have saved a sufficient sum to secure his patent. If not, his land would have become, because of those improvements he had made, enhanced in value, and be ample security for a loan or mortgage, or otherwise of sufficient amount to discharge all his obligations to the Company. Another plan was open to him which was certainly more advantageous than the preceding, but which, strange to say, was not very frequently adopted. He could re-lease his farm again for another ten years at the same price as was charged for the land at the expiring of his former agreement. These fair and honorable provisions, however, did not serve to mitigate the indignation expressed at an increased price of two and one-half per cent. being demanded. At every gathering loud and deep were the denunciations of the Company, for, as was claimed, their most unfair conduct towards the settler in these matters. If the land had increased in value, its condition had been brought about by his labour. The Company was, therefore, enriching itself at the expense of his hardship and toil. This reasoning on the part of the settlers, while it was partly correct, was not wholly fair.

I am not writing a defence of the Canada Company, but endeavouring to give a statement of the facts that came under my own observation. I do not know whether it carried out its agreement with the British Government as provided in its charter. I do know, however, that many an old settler could use, and did use, the Company's money, for which they paid six per cent., when it could not be obtained from capitalists on good security for less than from twelve to fifteen per cent., and even much higher rates in many instances were charged. Many of these first settlers



lost their farms by borrowing money from capitalists at such rates to pay for these patents, who could have saved themselves from ruin by re-leasing their land for a second term. They acted very inconsiderately, indeed, and in a way which ended in disaster to themselves. They never considered whether they had discharged their obligations honestly and fairly to the Company, or if the Company had discharged its obligations fairly towards them. The great point was to get clear of the Company, and so end all their troubles. With that idea they rushed to the speculator, and with a madness equalled only by their stupidity, incurred obligations which ate out their substance, ate out their hopes, ate out their lives, and were never discharged till they were discharged by the sheriff under the auctioneer's hammer.

This county was singularly fortunate in that it was almost entirely free from any of the pests that frequently infest new settlements. Speculators or land grabbers were an incubus that rarely affected the operations of the Perth pioneer. A land grabber was a person who bought up certain sections, making no improvements and residing (away) in some more favored spot than the backwoods. These lands he held locked up until the labour of those on adjoining properties had made them valuable. He did nothing towards chopping or clearing roads, nothing in any way to improve the settlement. When the surrounding country had been cleared, and land became valuable, then he disposed of his property at enormous profit. The ease with which a person might possess himself of a farm in those old days gave rise to another class, known as "squatters," who if they were not so inimical to progress as the speculator, at least retarded to some extent the advancement of any section in which they located. A squatter was a pioneer who simply took possession of any vacant farm that suited him, and began operations without notifying the company, or having any right whatever to it. He would build a shanty, clear a few acres, use, or sell any valuable timber that he could dispose of. When opportunity offered he sold his improvements to a stranger with a little capital, who was desirous of obtaining a homestead with some clearing. Having thus increased his fortune

by a few dollars, he moved into another new section and began life again. Others with perhaps a little more honour, but without ambition, would lease a lot from the Company, pay one payment, hold it for a few years till land had become more valuable, then sell on the same principle as the squatter.

These explanations regarding the conduct and methods adopted by the Company are the results of my own experience, extending over a period of 20 years. It will be noted, therefore, that the first grievance set up by the settler against the company as to granting patents is effectually disposed of by the Act of Parliament passed on July 15, 1828.

As to the second, who is to say whether they were culpable or not in discharging their obligations? As demanded by terms of their charter, they did open and build leading roads through the territory; they made liberal grants towards erecting mills and houses of public entertainment for the accommodation of settlers; they gave grants of land for churches and cemeteries, and in other ways opened up the country for settlement.

In regard to the third grievance, namely, that the leasing system was introduced to enable them to resume their lands, and sell at enhanced prices, pioneer labor having made them valuable,—this grievance has no foundation in fact. Assuming for the sake of argument that such was the case, squatters and a number of lessee settlers taught the Company many an object lesson in disposing of property. It was no uncommon occurrence for a squatter to retain possession of a lot for ten years, then sell his improvements to a stranger for a price nearly as great as the Company actually wanted for the land. Wherever a speculator held a farm he had no compunction in availing himself of the increased values arising from other men's labor, by selling his land at a higher rate. To the credit of the Company I believe no single case of harshness to any squatter or lessee settler can be pointed out. Indeed, so remote was their conduct from any measure of this kind, that no proposal would be entertained for the purchase of land held by a squatter until evidence was produced that he had been satisfied as to the value of his improvements. Mistakes may have occurred,

and doubtless did occur, which were a hardship in certain cases, but the heartless conduct attributed to the Company by a certain class of writers cannot be shown as having at any period actuated this old institution.

In support of these statements we may be permitted to quote from "In the Days of The Canada Company" an assertion by one who knew well whereof he spoke, when he says, "As for squatters, they are a law unto themselves \* \* \* and any one who had tried to root out an Irishman or a German from his land, or unroof his house, or quench his hearth, would find it a tough job. I never yet heard of a single lessee in the Huron Tract being dispossessed. The storekeeper with a pile of overdue bills was the real terror of the settler." And he goes on further to say, "I never heard of any poor man being sold up by the Company under a distress warrant for rent, unless it was done at his own request,—when, also at his request, the Company became the purchaser of the goods seized, the man and his goods both remaining on the land to cultivate it, and finally paid the debt at his own convenience." "On one occasion," this person goes on to say, "I was called on to bear a part in a transaction of this kind as a witness. When the matter was closed and the Company's agent had left, after handing over all the stock, crop, etc., into the settler's hand to carry on his farm as usual, he gave a shout, 'Hooray, boys, who's afraid? Sure I expected that dirty villain, the bailiff, here to-morrow morning with an execution from that blackguard storekeeper on account of a debt he has against me. Faix, he can go back as he came.' Then addressing his cows and his pigs, 'And all of you are safe, me darlings; get into yer straw wid ye.'"

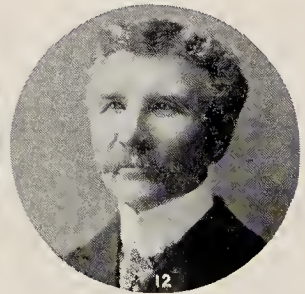
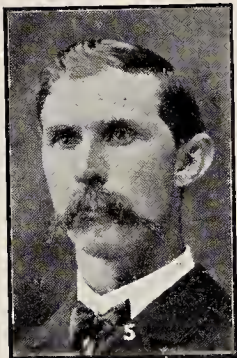
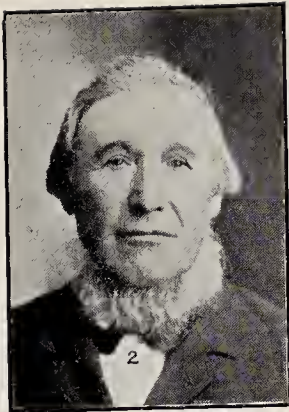
As to the fourth grievance alleged against them regarding "shaving money," they did nothing more than every settler in the Huron Tract did every year of his life. If a pioneer wanted to buy a yoke of oxen, his neighbor would sell at a certain price for cash. If a year's credit was desired, then a higher price was asked, with so much per cent. interest added for the time specified. What was a correct principle, therefore, in one case could certainly not be wrong in the other.

It must be remembered, also, that good land only was taken up by a settler, a large portion being left on the Company's hands, for which they had paid, that no one at that period would have scarcely accepted as a gift. That this waste land has now become valuable is owing to a large expenditure of money for drainage and other improvements—an equitable share being paid by the Company—which, if it has increased its wealth, has also enriched the municipalities to a great degree.

Those methods of that olden time are now long since passed away. The generation which now lives in comfort on those magnificent farms in this county know nothing of squatters, nor those difficulties which almost overwhelmed their fathers in hewing out the old homestead from the dreary forest. In the southern portion, at all events, those alleged short-comings of the Company are forgotten. Even its existence, or knowledge of its having been founded in London nearly four score years ago, is unknown to the young, and seems like a dream to those few remaining pioneers.







# COUNTY COMMISSIONERS, 1902.

1. C. H. Merryfield, Warden. 2. John Schaefer. 3. W. F. Sanderson. 4. James Torrance. 5. Joseph Mountain. 6. Robt. Armstrong. 7. R. T. Kemp. 8. Andrew Falk. 9. James Dickson. 10. Thos. E. Hay. 11. Thos. Ryan. 12. William White.

### CHAPTER III.

EARLY EVENTS—DISTRICT AND PROVISIONAL COUNCILS, 1829 TO 1853.

History begins in this county in 1828, when John Galt and his band of explorers blazed a path through the trackless woods to that spot where Goderich now stands. This event was an insignia of a new dominion, and a new force, pregnant with energy, and an inherent power to conquer and subdue. From the solitude of this illimitable forest came forth, as if by magic, beautiful fields, commodious schools, marts of commerce, splendid temples and comfortable places of abode.

In the autumn of 1828 Mr. Galt says : “ Of one thing I am proud, I do not hesitate to say I was proud and with good reason, I caused a road to be opened through the forest of Huron tract nearly a hundred miles long ; the first overland communication between the great lakes, carried into effect by Mr. Prior, all the woodmen that could be assembled from the settlers were employed; an explorer of the line to go ahead, then the surveyors with their compasses, after them a band of blazers, or men to mark the trees in the line. Then the slashers and the waggons with provisions and other necessities, thus they proceeded to the Lake Huron and turned back to clear off the fallen timber.” Thus began the great work of improvement on the Huron Road in this county, which has been going on continuously ever since. The reference made by Mr. Galt, in his letter, to the employment of woodmen, “assembled from the settlers,” and taking with them “the waggons with provisions and other necessities,” evidently refers to the expedition leaving his headquarters at Guelph, for at that period this county did not contain within its borders a solitary white man.

In connection with the work of this party we have also field notes by John McDonald, Esq., P. L. S., from which we make the following extract : " Survey notes of a range of lots laid out on both sides of the Huron road from the township of Wilmot to the township of Goderich agreeable to the order of John Galt, Esq., Superintendent of the Canada Company, dated at Guelph, 12th Dec. 1828, and under instructions from the Hon. Thomas Ridout, Surveyor-General, dated at York, 29th Nov., 1828, by John McDonald, Deputy Surveyor, between the 16th day of Dec., 1828, and the 17th day of January, 1829." Mr. McDonald goes on to say : " On Dec. 16, engaged in the forepart of the day arranging some matters at Guelph previous to my starting off to execute a survey of a range of lots on both sides of the Huron road from Wilmot to the mouth of the Maitland river. By the order of John Galt, Esq., and Hon. Thomas Ridout, Surveyor-General, left Guelph about 12 o'clock, noon, with the following persons for a party : Alexander Rose, Alexander McDonald, Duncan McPhee, Ewen Kennedy, Angus Campbell, John Kennedy, Roderick Reid and Robt. Elder. All of these were immigrants, except the last named, and were engaged for the work by Mr. Crion.

" Dec. 16, 1828, got as far as VanEgmond's in Waterloo, a distance of 14 miles, where we passed the night, showers of rain falling.

" Dec. 17, left VanEgmond's at daybreak and continued on to Blain's mills where we halted for breakfast, and to get provisions, with other necessities, to bring along with us. Here I took the opportunity of proving the measure of my chain, it having been newly repaired. Pushed on to Mr. Springer's in Blenheim to dinner, made our arrangements with him to furnish us with provisions, which he agreed to send after us the next day. Left his place after dinner, taking provisions enough for the night and the next day. Tarried over night in a new unoccupied house, built by one Stevens about  $\frac{3}{4}$  mile east of River Nith in Wilmot. Here I administered the oath to Alexander Rose and Alexander McDonald to qualify them as chain bearers."

January 17, 1829, he reached the site of the City of Stratford,



which he thus describes : “ Travelled to the  $3\frac{1}{4}$  mile town, viewed the 17 miles stream of the second branch of the Thames for some distance above and below the road, good mill site from  $\frac{1}{2}$  to  $\frac{3}{4}$  miles above. Spring about 1 chain below on the east side of the stream, which is very much frequented by deer.” Such was the City of Stratford in 1829. Mr. McDonald’s work was not completed till the autumn of that year, when his plans and field notes were filed with the Company. His reference to  $3\frac{1}{4}$  mile tavern simply means that he had reached one of those shanties built by Mr. Galt’s party, who during the previous summer had located the Huron road.

As a stream of water welling from a spring on the mountain side increases in volume as it pursues its onward way, so does this history of Perth County begin in December of 1829 at that lonely shanty of Sebastian Fryfogle in South Easthope. All history is associated with human life, and is but a record of its work, the operations of human thought and human passion stored up by the historian, that future generations may profit by the experience of those who have gone—retaining what is good, and eliminating what is evil. In this German we have the keynote or starting point of our history. He it was who bore the banner of our civilization aloft into the forest, and was a veritable voice crying in the wilderness, “prepare ye the way, the conqueror is close at hand.” So the conquerors did come, and, like that streamlet flowing onward in its course, has increased in volume until that mighty work they accomplished is known and acknowledged afar off, while a record of some of the events marking their progress is recorded in this book.

During that period, extending from the advent of the first settler till 1842 progress made in filling up this new territory was inconsiderable indeed. For twelve years the prospects of the Canada Company were not encouraging. This, no doubt, arose to some extent from certain conditions of political feeling prevailing in Canada and Great Britain at that time. A system of Government based on democratic principles was not yet understood, and a great struggle was in progress between the people and their rulers.

That extreme principle of liberality whose outcome was Radicalism and Chartism had gained its first victory in repealing the Corn Laws, had absorbed men's energies for years, to the exclusion of other interests. In Canada this turmoil ended in 1837, by a large section of the people rising in rebellion. The arts of peace during those years were apparently relegated to obscurity, while those great questions which would give a full measure of liberty to Canadians and make life better worth living were being settled. Those in authority were slow to realize the important truth that a ruler should be an instrument by the will of the people, and the people should not be a power by the will of the ruler. Power to be great and of lasting good must ascend from the people up, and not from the magistrate down. It was not till those questions had been settled, and Responsible Government secured, with full control of our local affairs that development in this county moved onward with rapidity.

From the earliest period of settlement till 1835 the whole western district, which comprised all that portion of Ontario west of the Grand River and a line drawn westward to Lake Huron, was under a local government by magistrates, who assembled usually in London. In such an immense territory, much of it yet in a state of nature, it was impossible that such attention could be given to local matters as their importance demanded. The people had no interest in the management of township matters, their rulers being appointed by the Crown. This destroyed all ambition in those whom nature had designed as public men, dwarfing their aspirations for distinction amongst their fellows, which is a high and noble incentive to unselfish and honorable conduct in great minds.

Prior to 1834 the magistrates in session managed all local matters as they pleased. Being appointed by the Crown they, of course, were not responsible to the people. In that year an Act was passed providing "that the inhabitant householders, at an annual township meeting, should appoint not less than three, nor more than eighteen persons to be fence viewers. This was an important concession at that time and was like the point of a



wedge, which was a few years later driven home, in a complete separation from government control of local affairs and appointment of municipal offices. At these meetings they were also authorized to determine what would be considered a lawful fence. This Act also provided for the opening up of ditches and water courses, as the fence viewers might decide.

In 1835 an important change was again made; several Acts previously passed respecting town meetings were repealed, and it was provided, "that the township clerk should assemble the inhabitants of the township, being householders and freeholders at a place agreed upon at a previous yearly meeting." This meeting was empowered to choose the following officers:—A clerk, three commissioners, assessor, collector, and any number of persons they thought proper to serve as overseers of highways, roads and bridges, and as pound keepers. Collectors gave bonds to district treasurers, to whom were paid the proceeds of rates levied, and the township clerk gave bonds to the commissioners. The most important change in this Act was appointing commissioners, to whom were now transferred many of those powers respecting repairing bridges and roads previously held and exercised by the Justices in Quarter Sessions.

This board was required to meet three times at the place in which their first meeting was held, and were authorized to hold as many other meetings as they thought best at any place they chose. They were to receive from the district treasurer five shillings per day for their services. The Quarter Sessions, however, still held the authority they formerly had in reference to the administration of justice, location of highways, and other matters general to the district. In 1839 those commissioners provided for in the Act of 1835 were named town wardens. This system was continued up till 1841, when the Legislature of the United Provinces endeavored to create a municipal law that would meet all the requirements of Upper Canada. It will be noted that previous to this the authority of the Governor was nearly supreme, he having power to determine the number of councillors and appoint the warden.

The most ordinary observer may trace in these enactments the basis of Canada's greatest piece of legislation, the sweeping away of those rotten remains of an old feudal system which had been transplanted into this country. In Canada this old principle of autocracy was held before our people like a dried mummy by the Family Compact,—a set of men who apparently were great in nothing but their greed for office and personal aggrandizement. It was the desire of Canadians, who disliked paternal government and were anxious to shake of the incubus that rested on their liberties, to elect their warden and other officers. This feeling promoted and furnished the basis of the Act of 1841.

In pursuance of an Act of the first session of the first Parliament of the United Canadas, passed 1841, in the fourth and fifth years of our Sovereign Lady Victoria, "to provide for the better government of the part formerly known as Upper Canada, by the establishing of local authorities therein," William Dunlop, Esq., who was commissioned by the Governor as first warden of the new district, then known as the united counties of Perth, Huron and Bruce, called the council elected under the new Act together at Goderich on the 8th day of February, 1842. Daniel Lizars read the commission appointing Mr. Dunlop warden, also his own appointment as acting clerk. There were present at that meeting Messrs. Chalk, Daly, Dickson, Galt, <sup>John</sup> Geary, Gordon, Helmer, Holmes, R. Hodgins, I. Hodgins, Hawkins, McIntosh, McConnell, L. Sebring. The clerk reported the qualifications of all correct, also their declaration of office and oath of allegiance. He also communicated to the council a message from the warden of his arrival, but being greatly fatigued, requested the council to adjourn till next day. The council, like careful gentlemen, decided to adjourn, if no extra expense would be incurred. This being satisfactory, at the meeting next day a resolution was passed fixing their indemnity at 7/6 per diem and 6c per mile attending meetings. It was also carried unanimously that a seat be provided inside the bar for magistrates and officers of the district, also the ladies. The following rules were adopted :—That any person being elected a district councillor and refusing to serve be fined £2, 10s. That

*David MacLaren  
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of London  
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565.*

the council meet at 10 o'clock. That all petitions be presented the first day. That any person interrupting the council be fined not less than 10s. nor more than £5. Mr. Hawkins further moved, and Mr. Holmes seconded, that the council do not receive a certain letter sent by a Mr. Scott to the magistrates in session, or any such letter containing a libel on any person. After due consideration it was moved that the letter be thrown under the table by the warden. The warden threw the letter under the table accordingly. A terrible retribution on Mr. Scott, surely.

At this meeting an account was presented from one Hillary Horton which tells a strange story to the citizens of Perth to-day.

To going to Hamilton for stores, 8 days' journey, £6 0 0

To hire of team, Hamilton to Galt. . . . . 1 0 0

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£7 0 0

The salaries of local township clerks were fixed at £6 per annum, excepting the Goderich clerk, who was to receive £8, 10s. William Haldane was appointed auditor by the warden and Mr. Kidd by the council. Four candidates appeared for clerk, John Haldane, George Fraser, David Don, and Daniel Lizars, the acting clerk. Mr. Don was elected.

From this period up till 1848 there is no record of the district council proceedings, the whole being lost. I have been able to ascertain the names of members from other sources, however, and who were as follows :—In 1843, James Cairns, William Chalk, W. W. Connor, J. C. W. Daly, M. T. Gallagher, M. Haw, John Hawkins, I. Hodgins, R. Hodgins, John Holmes, David McConnell, D. M. McIntosh, Constant Van Egmond, and Alexander Young. In 1844, Dr. Chalk, David Clark, W. W. Connor, J. C. W. Daly, A. Dickson, John Hicks, Robert Hodgins, John Holmes, John Longworth, William May, D. McConnell, D. M. McIntosh, Andrew Sebach and C. Van Egmond. In 1845 we have the names of Messrs. Chalk, Clark, Connor, Dickson, Hawkins, Helmer, Hicks, J. Hodgins, R. Hodgins, Holmes, Junck, McCullough, McIntosh, and Van Egmond. In 1846 the members were Messrs. Chalk, Clark, Hawkins, Hicks, Holmes, Hodgins, Hyde, Junck, Long-

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gas. JP  
Hodgins, J.  
Siddons

worth, Murray, McCullough, Ritchie, McPherson, and Simpson. In 1847, Messrs. Barbour, Chalk, Clark, Donkin, Girvin, Hays, Hawkins, Helmer, Hicks, Jas. Hodgins, George Hodgins, George Hyde, Junck, Lamb, Longworth, McCullough, Piper, Rankin, Simpson, Sparling and Van Egmond.

In 1847 the Municipal Act was further amended by empowering councils to choose their own warden, and conferring certain other privileges on local authorities, enabling them to elect several of their own officers. Under this Act the council met February 1st, 1848, and elected Wm. Chalk, who was the first warden ever elected by the people. There were present on that occasion from the municipalities, Messrs. Van Egmond, Hamilton, Rankin, McPherson, Lamb, Balkwell, Hays, Sparling, Hicks, Thompson, Hodgins, Fryfogle, Carter, Donkin, Piper, Girvin, Ritchie, Holmes, Murray, Daly, Gibbons, Hawkins and McIntyre. Mr. Don, who was still clerk, with a desire for brevity in his reports, which is sometimes commendable, but carried too far in this instance, during his period of office as district clerk never reported the given names or the place represented by any member of the board.

In 1849 the council was composed of Messrs. Carter, Chalk, Christie, Daly, Donkin, Fryfogle, Gibbons, Girvin, Hamilton, Hays, Hawkins, Hicks, I. Hodgins, R. Hodgins, Holmes, Lamb, McIntyre, McPherson, Piper, Rankin, Ritchie, Shoebottom and Thompson.

In 1850 was introduced the present Municipal Act, and under its provisions arrangements were made withdrawing Perth from the united counties of Huron, Perth and Bruce. Each township was now represented by its Reeve, the members from Perth being T. M. Daly, North Easthope ; Robert Donkin, Hibbert ; Arundel Hill, Blanshard ; Andrew Helmer, South Easthope ; James Hill, Fullarton ; John Hicks, united townships of Logan, Elma and Wallace ; Robert Henry, united townships of Ellice and Mornington, and William Smith of Downie. These gentlemen and their successors in office composed the provisional council for Perth County until its complete organization in 1853.



By authority of the Municipal Act of 1850, which with a few unimportant amendments is still in force, the provisional council of Perth met "at the Union Hotel, in the village of Stratford, on Tuesday, the 15th day of April, 1851, by virtue of a warrant from John McDonald, sheriff of the united counties, and pursuant to the Statute 12 Victoria, Chap. 38." The councillors present were: Sebastian Fryfogle, S. Easthope; Alexander Hamilton, N. Easthope; William Smith, reeve of Downie; who acted as chairman; Andrew Monteith, deputy reeve, Downie; Alexander Gourlay, Ellice and Mornington; William Rath, Logan, Elma and Wallace; Robert Donkin, Hibbert; T. B. Guest, Blanshard; and Jas. Hill, Fullarton. Two names were submitted as candidates for warden:—William Smith of Downie, and Sebastian Fryfogle of S. Easthope. Mr. Fryfogle was elected. Stewart Campbell, who was clerk of Ellice, was elected county clerk without opposition. J. C. W. Daly was appointed treasurer. A committee was named to select a site for new county buildings, composed of Messrs. Fryfogle, Hamilton, Gourlay, Smith, and Monteith. It was decided to offer a premium of £12, 10s., for the most suitable plans, cost not to exceed £3,000; also to memorialize the government regarding the township of Mornington, which by Act 12 Vic., Chap. 78, is included in Waterloo, and by 12 Vic., Chap. 96, is in this county. On the 23rd day of June council again met, and decided to accept lots 41, 42, 87, north of the Avon, behind the English church, owned by Mr. McCullough, whereon to erect a court house and gaol.

It appears the plans submitted by Mr. Clark were accepted, and a further grant of £5 was made to him on condition that they become county property. By a subsequent report, however, it seems the prize was awarded to Mr. Ferguson on condition that he prepare working plans. Tenders were also opened for new buildings and the contract awarded to Mr. William Day of Guelph for £5,150. Mr. Day agreed to accept £2,000 in county debentures, bearing interest at six per cent. per annum, as part payment for his work.

The next meeting of the provisional council was held on the

*of Bede  
Hond  
Famie*

17th day of February, in the Union Hotel (Peter Woods'), village of Stratford. At this meeting there were present :—William Smith and Andrew Monteith, reeve and deputy of Downie ; Alexander Gourlay, Ellice and Mornington ; Alexander Mitchell, S. Easthope ; Alexander Hamilton, N. Easthope ; J. C. Smith, Logan, Elma and Wallace ; Thomas McGerry, Hibbert. Fullarton and Blanshard were apparently unrepresented. William Smith, Downie, was elected warden ; Stewart Campbell, clerk, and J. C. W. Daly, treasurer. The business of this council at its various sessions was wholly that of detail in connection with new county buildings which were erected during that year. The council borrowed £30 to pay current expenses.

Perth County as then organized contained 539,685 acres of land, comprising the townships of North and South Easthope, Downie, Blanshard, Fullarton, Hibbert, Logan, Ellice, Mornington, Elma and Wallace. The last three of these were originally set apart as clergy reserves and school lands and were sold directly to the settler by the Crown. The other eight were a portion of the Huron tract. The topography of this large area of land may be said to consist of one great plain, and only in a few sections can its surface be considered hilly. Rolling land in Perth will always be found near those large streams that intersect it in various directions in their course from those marshes or swamps where they rise. Although this county is level or undulating throughout there is sufficient drainage for all surplus moisture.

In the townships of Logan, Ellice and Elma, which lie on the height of land between Lakes Huron and Erie, sections of wet lands prevailed. From those swamps, which were at one time considered almost impenetrable, those streams forming the north branch of the Thames have their source, flowing south-west into Lake St. Clair. The Maitland river, rising in Elma, flows west into Lake Huron. The Nith, a large tributary of the Grand river, flows south-east into Lake Erie. The soil throughout these various townships is very fertile, producing in abundance all those products raised in every department of the farm.

The Municipal Act of 1850 was pregnant with change to the



newly organized County of Perth, and was productive of results during the next five years of greater magnitude in material progress and development than all that had been accomplished since the Huron road was opened in 1829. While this was undoubtedly true, it does not necessarily imply a lack of progressiveness in those who hitherto had directed affairs in the district. There are circumstances in connection with a new country which of themselves to a great extent prevent progress, excepting that of clearing land. It may seem strange and indicating a want of that energy and determination attributed to the pioneer that, beyond establishing a few school sections, nothing had been done. No effort had yet been made to introduce any system by which their goods could be placed on the market with greater economy, both of time and labour. It must be remembered, however, that the Huron tract was comparatively sparsely settled, in many sections, even in 1850, and the struggle of pioneer life was far from being over. Previous to 1841 the mode of municipal government was entirely at variance with the democratic ideals of the settler, in so far as those placed in authority over him were not of his choice, but were favored ones of an arbitrary Government. Subsequent to that period and up to the introduction of our present municipal system, while the people had, and were enjoying a certain portion of, self government, it fell far short of that established in 1850. It must be borne in mind, also, that representatives from those districts comprising the united counties had immense territories under their charge, with great areas of a primitive wilderness lying between each new settlement, thus preventing that close attention to the wants of their constituents necessary to a more rapid improvement.

But, again, I am constrained to say that while those in authority at Goderich may have done something (as was their duty) to facilitate settlement and improve the Huron tract, it cannot be shown that, with the exception of clearing a road to Goderich to assist travel in that direction, much had been accomplished. As an evidence, the early records of this district and the testimony of those old pioneers yet remaining will be found strongly supporting

this assertion. There is an old saying that all roads lead to Rome, and so in the olden time throughout this district all roads led, or should have led, to Goderich. A few people—not more than a half dozen families, officers of the Canada Company and of the district— isolated as they were from the centres of trade and civilization, had founded a little world of their own in this new town on Lake Huron. The horizon which encircled their commercial ideas appears to have been very circumscribed. While they were engaged in their little so-called squabbles and formulating plans for the future greatness of this new centre on the River Menegtung, a mighty force was even then asserting itself, which swept away all their dreams and their greatness. “Nae mon can teither time or tide,” says Burns; neither can man stem the tide of commerce; it will find its proper channel even if it wreck the glorious visions of a few officials in a remote corner of our Canadian woods. As might be expected, the first railroad through the Huron tract met with opposition from several of this little coterie; not that it might not be useful to the county, but that it would injure Goderich. It appears from their conduct that long isolation from the outside world had in some degree warped their judgment and shrivelled up their ideas, which in some directions with several of them were of a high order. They were incapable of being impressed with those marvellous operations of the pioneer woodman now almost everywhere seen around them. It is, therefore, not to the enterprise of those few individuals who held sway in Goderich that we must look for the marvellous change which occurred between the years 1829 and 1859 in this county. To the pioneer woodman, rude and uncultured though he was, and to those men whom he raised from his own ranks by the authority of municipal legislation, which enabled him to place in power those whose trend of thought was in accord with the genius of the backwoods and his own aspirations, the honor is due. To these men, and their legislative enactments at our council boards, we turn as to the true source of our present advancement, in those forms which contribute so much to our comfort and our enjoyment. As Dr. Dunlop, in his own expressive way, once beautifully said—the greatness of the Huron

tract "we owe to the work and the worth of the people." This is the highest tribute that can be paid to the pioneer. With an extract from the minutes of the last session of the District Council of 1849 we close these remarks : " Moved by Mr. Christie, seconded by Mr. Daly, that this being the last meeting of the Huron District Council, the members do return thanks to our Warden (Dr. Chalk, who was the first warden elected by the people) for his uniform kindness to each individual member, and for the very proper and dignified manner in which he has conducted the proceedings of this Council.—Carried unanimously."

The board then adjourned, never to meet again under its old time constitution.

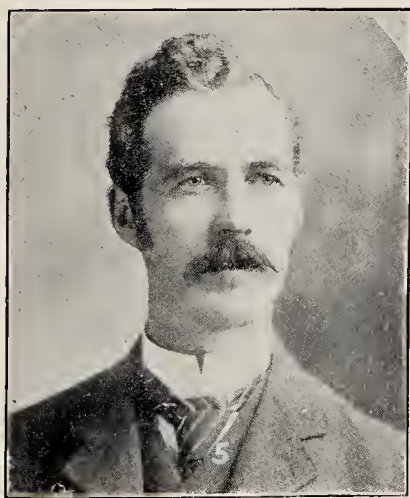
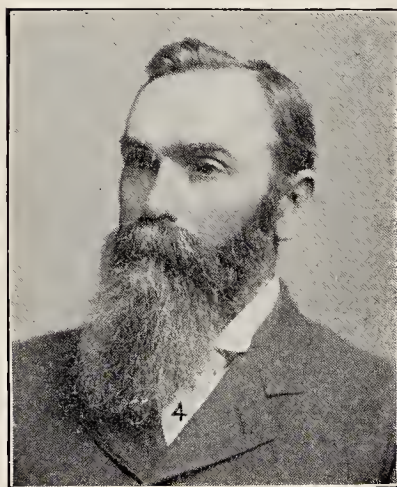
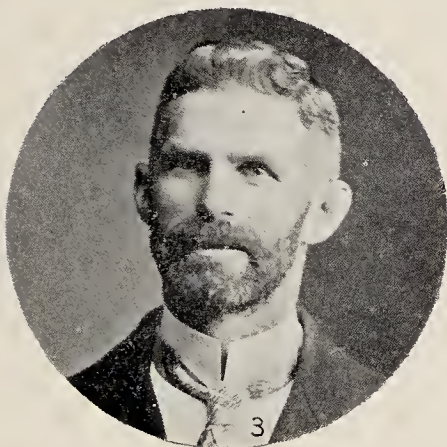
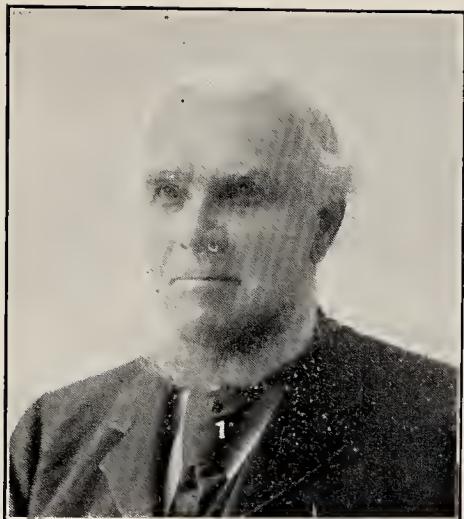
## CHAPTER IV.

### POLITICAL NOTES.

The Huron tract was first designated as Huron County, comprising all those lands granted to the Canada Company forming a portion of that territory in Upper Canada west of the Grand River and a line drawn northward to the Georgian Bay. London was founded early in the last century, and the central local government was located there for this vast section of country. A separation was effected in 1841 by withdrawing a portion of this western district and erecting another, with its central government in Goderich. In that period, between 1841 and 1850, this section was known as "The United Counties of Huron, Perth and Bruce." During 1850 another dismemberment took place by withdrawing Perth, which was erected into a new county, its local government being located in Stratford. In 1841 this county was first known as "Perth," receiving that name in honor of Perthshire, Scotland. From this Shire a large number of the early settlers came to N. Easthope, which soon became the most populous section in Perth County. They were desirous of naming their new home in remembrance of that they had left, and largely through the instrumentality of J. J. E. Linton this county received its name.

On January 24, 1853, Perth County assumed the responsibilities of municipal government, granted by the Act of 1850. At twelve o'clock the first assembly of local representatives met in the court house, now completed. On that memorable day an organization was effected whose power and influence for good has had a marked effect on our material development and progress. William Smith, reeve of Downie, took the chair, and the following gentlemen





COUNTY OFFICIALS, 1902.

1. Wm. Davidson, Clerk. 2. Maleolm MacBeth, Auditor. 3. Fred. Branston, Caretaker of Court House. 4. Geo. Hamilton, Treasurer. 5. Wm. Irwin, Inspector of Public Schools. 6. James Jones, Auditor.





delivered certificates of election from their several municipalities : Sebastian Fryfogle, South Easthope ; Robert Christie, Logan, Elma and Wallace ; Andrew Monteith, deputy reeve, Downie ; Alexander Gourlay, Elma and Mornington ; Arundel Hill, deputy reeve, Blanshard ; Alexander McLaren, Hibbert ; Thomas Ford, Fullarton ; Alexander Grant, North Easthope ; Thomas B. Guest, reeve, Blanshard ; William Smith, reeve of Downie. On motion of Mr. Gourlay, seconded by Mr. Fryfogle, William Smith, reeve of Downie, was unanimously elected first warden. There is no motion for appointing a clerk, but as Stewart Campbell's name first appears in the minutes as holding that office, it may be inferred that he was appointed. Three candidates appeared for the office of treasurer, Alexander McGregor, A. B. Orr, and A. F. Meikle. This contest was a keen one, and ended by Mr. McGregor being elected by a majority of three votes ; Mr. James Orr and Samuel Lloyd Robarts were appointed auditors.

The remuneration allowed those several officers for services rendered was :—Warden, £15 ; clerk, £30 ; treasurer, £50 ; auditors, £3 each, and the Reeves six shillings and three pence per day and three pence per mile. Mr. Rowland was allowed one pound for inserting by-laws in "Perth County News." Messenger, five shillings per day for each day's attendance. As indicating our financial ability, we find estimates for the several departments amounted to £1,860, of which £600 was for administration of justice. Of this sum Blanshard contributed £304 ; Hibbert, £122 ; Logan, £123 ; Mornington, £69 ; Ellice, £234 ; Downie, £318 ; Fullarton, £189 ; S. Easthope, £198 ; N. Easthope, £300. These sums include town line grants for that year, amounting to £100. It appears also from another item that James Redford was appointed superintendent of schools at a salary of £40 per annum. At this meeting also appeared the mania for special grants in all its youthful freshness and glory. The attitude of individual county councillors towards county funds in the matter of special grants appeared like a mild type of lunacy, which seemed to break out the moment they entered the council chamber. It was singularly infectious, and an honest, unsophisticated reeve or deputy from the

swamps of Elma or Ellice would be at once seized with the contagion, sometimes of an incurable type, displaying an ingenuity in his manipulation of most wondrous schemes before the board, which secured very acceptable encomiums from his constituents. The reeves carried this infection back to their township councils, where it raged with considerable violence until an antidote was found in an amendment to the Municipal Act. In our county council yet may be heard on some occasions a feeble wail, like the last faint tones of that spirit who presided over special grant legislation, as if it was taking a sorrowful farewell of that hall where in times gone by it held high carnival in magnificence and power.

While this conflict was kept up with animation and spirit for special grants, the council in another direction brought to bear a spirit of progress, such as had not so far manifested itself, in local legislation. This was a motion to borrow £20,000 for improvement of leading roads. When this by-law, framed on a report of the gravel road committee, was introduced the amount was further increased to £22,000. An apportionment was made to Stratford and St. Marys road, £3,600; Huron road, from Wilmot to Carronbrook, £10,000; Embro road, from Zorra to the junction with the St. Marys road, £1,000; new Mitchell road, extending south through Fullarton, £500; old Mitchell road, £250; making bridges across the Thames in Fullarton, £250; centre road of Hibbert, commencing at Carronbrook, £700; Logan road, commencing at Mitchell, £750; road through N. Easthope, commencing at Bell's Corners (Shakespeare), £750; road through Ellice, leading to Mornington, £1,250; gravelling side road between lots 20 and 21, Downie, and certain other roads in Downie leading to the Mitchell road, £600; four hundred shares in London and Proof Line gravel road, £2,000; seventy shares in Woodstock and Huron gravel road, £350. It may be noticed that in this by-law, which was passed on the fifth day of June, 1853, no apportionment was made to Blanshard. That township, however, came to a fair share of the distribution. In 1852 that municipality had subscribed for four hundred shares in the London and Proof Line gravel road, amounting to £2,000. This sum was assumed by the county, relieving

Blanshard from her liability. It may be noted also that when the toll gates had been removed in other sections of this county, Blanshard bought the whole stock in the London and Proof Line Company in 1870 at a rate of sixty cents on the dollar. The stock held by the county in this road was assigned back to Blanshard without consideration, thus investing that township with all rights, privileges and franchises of a road company, the only one in Perth County.

The county council having made provisions for gravelling those leading roads, formulated arrangements for a liquidation of the loan in twenty years by erecting toll gates on the Huron and St. Marys gravel roads. On those two roads six toll gates were erected, four being placed at various points between Wilmot and Carronbrook. On the St. Marys road two gates were erected, one adjoining St. Marys, and the other near Stratford. The rates collected at these several customs houses were certainly ample to liquidate the debt contracted in constructing these highways, and, indeed, with a fair amount of traffic would have been sufficient to supplement taxation in no small degree. Thus, for every vehicle drawn by two horses was charged 7½d., an additional horse 2d., vehicle drawn by one animal 4d., saddle horse 2d., head of cattle one penny, score of sheep or swine 4d. From a report of the toll gate committee, the rental of all these gates for one year realized a clear revenue of £1,950, and were re-sold the second year for £2,194. Of this sum the largest amount obtained was from No. 4, on the Huron road, near Stratford, amounting to £400, the lowest No. 1, near Wilmot, £134. On the St. Marys road No. 1, near Stratford, realized £308, and No. 2, at St. Marys, £215. Spacious and profitable as the scheme was for obtaining revenue by a system of toll gates, it was not popular. An old pioneer who had entered the pathless woods with his axe and made roads anywhere to suit himself felt the gates to be an imposition. It was an impost peculiar to that old land he had left, and not suited to progressive Canada. He was impelled, therefore, by his hatred of a tax on his personal liberty, to free himself as soon as possible. This antagonistic feeling towards toll gates gave greater impetus to that

marvellous improvement in highways between 1860 and 1870. The ratepayer taxed himself to gravel parallel lines of roads to his market town. He would no longer submit to an impost for travelling his own road, built by his own money. He would not stand and deliver at the importunity of an impecunious toll keeper. For several years prior to 1868 the county council experienced some difficulty with its toll gate keepers. These poor people did not realize a change going on around them in improvement of roads. In spite, therefore, of a steadily decreasing traffic they still offered former rates. As a result they were soon unable to fulfil their engagements. The council had recourse to their securities, and cases of great hardship were continually cropping up. In 1868, therefore, the county council took such steps, upon a report submitted by D. D. Hay, as swept the whole system out of existence. The last gate to be removed was one on the Base Line, Blanshard, which remained till 1873, when it also became a thing of the past.

Meantime, while these improvements involving vast sums of money were being carried out, the northern portion of this county had been steadily persevering towards a solid material development. In 1853 Ellice and Mornington, formerly united for municipal purposes, were set apart, each sending its own representatives to the county board. A motion was passed in 1856 whereby Elma was separated from Logan and Wallace, for municipal purposes, and William Morrison appointed to call the first meeting. Another by-law was passed in 1857 separating Wallace from Logan, and D. D. Campbell appointed to call the first meeting at lot 24, con. 4. It was not till 1866, however, that the now important town of Listowel was set apart and Samuel Davidson appointed as first returning officer. Some years later the village of Milverton sprung up, adding one more representative to the county council. At a meeting in 1856 a bylaw was passed granting a bonus of £1 each for wolf scalps. In 1859 applicants under this bylaw were paid £12. It is difficult to realize that when we look at the beautiful farms and farm buildings everywhere, that only forty years ago the sum of £12 had been paid in one year for wolf scalps. In 1855



a further sum of £3,000 was raised for the completion of gravel roads, together with one thousand pounds for purchasing a site for a grammar school, in Stratford. Two years later the registry office was erected at a cost of £400.

The next important event in the political history of this county was passing two by-laws in 1873 to borrow \$120,000 in aid of constructing a railway from Stratford to Wiarton, north, and from Stratford to Port Dover, south. To the first of these projects \$80,000 was granted, and to the later \$40,000. The denunciations of this scheme in the southern townships were loud and deep. Violent speeches were made by county council representatives when they returned to their constituents for re-election. Rate-payers in Blanshard, Fullarton, and Hibbert felt ruin staring them in the face. Those old farms they had hewed out of the forest were to be heavily mortgaged to enrich those greedy northern adventurers, chief of which was Mr. D. D. Hay, reeve of Listowel. Mr. Hay was represented as being a cold, calculating man, with no other object than that of compelling the southern townships, who were now becoming rich, to build roads and improve the Ellice swamp, which for all time to come would only be a place for wolves. The minute books of these southern municipalities contain most marvellous expressions of unanimous votes of their township boards condemning this scheme. Some old settlers will yet remember how their hearts burned within them as they listened to these grand outpourings of declamation against the northern people. Township halls rung with plaudits of an approving electorate, as reeves and deputies recounted their heroic efforts in the cause of honest government. In some secret, deep, dark chamber, in a certain house of public entertainment in Stratford, the buckets had been let down into pure wells of political knowledge, from which was drawn forth such material as had been formulated into a plan that Mr. Hay and his followers would not be able to circumvent. In short, the present representatives should be returned again to power and glorious results would assuredly follow. Mr. Hay and his followers would then be relegated to that obscurity and contempt which, let me say, is, alas! too often the destiny of noble,

honest, though unsuccessful effort. Time, which solves all problems, solved this one also. The by-law was submitted. Its opponents fought it from stage to stage, and, like the Boers in South Africa, were no sooner driven from one refuge than they entrenched themselves behind another. The final vote, after numerous amendments, was taken on the original sum of \$120,000, which was carried amid great excitement by a majority of one. All the southern representatives, with the exception of Mr. Thomas Ballantyne, voted against it. Mr. Ballantyne was then reeve of Downie, and his vote on this occasion (one of the best he ever gave), weakened his support when he appealed to the electorate on other occasions. In Blanshard only one vote was recorded in its favor. In Hibbert, Fullarton and Downie majorities against it were decisive. The northern townships, however, with Stratford, gave overwhelming majorities for it. The by-law was carried and our county increased its debt \$120,000.

Before dismissing this measure, which greatly agitated our people during its progress, those who opposed it honestly will acknowledge now that it was a great and useful measure, giving a feeling of unity to this county that did not previously exist. The determination of Mr. Hay and that vote of Mr. Ballantyne have been productive of great results. Portions of Ellice and Elma, which were said to be fit only for wolves, and whose ratepayers, led by Mr. Hay, were animated by the same voracious spirit as their marauders, are now transformed, largely by the agency of this railroad, into beautiful sections of agricultural country. It must be gratifying now for those veterans of the olden time, who had confidence in the splendid material interests awaiting development in this northern part, to see that fruition of their honest endeavor which has followed their efforts. In some sections great level plains extend as far as the eye can reach, supplying dairying material, whose product manufactured into cheese has made this county famous everywhere for its proficiency in that branch of farm industry. Along this line of railway north, which was built through a swamp, are now fertile fields, fine farm buildings, homes of an industrious and law-abiding people. The much



vaunted fertility of the southern part of this county will be soon eclipsed by a greater richness in many sections of that once despised north, and the day is not far distant when it will contribute as much, nay, more to the finances of this county than will amply repay all parties for any increased expenditure made in their behalf.

It was several years subsequent to these grants being made before any further increase was made to county liabilities. As early, however, as 1866, or exactly thirteen years after the first county buildings had been completed, a motion was introduced to construct a new jail. A few years later an agitation originated for erecting a new court house as well. It seems marvellous that a building costing over \$20,000 should have been so ill suited to its purpose that in thirteen years a desire should be expressed for its removal. Many ratepayers of this county will remember that imposing old Temple of Justice, crowning the summit of a low hill, north of Lake Victoria. Under that grand old portico, supported by a row of columns in imitation of the Pantheon, pioneer jurymen, smoking black tobacco in old clay pipes, and clad in homespun, reclined in oblivious unconcern of all the world, or remembered only a little clearing away in the backwoods which they called home. Within this building the blind goddess had sat with her wavering balance for only a few years, when she demanded a palace of greater splendor, worthy of her ancient privileges, and commensurate with the dignity of those duties she was called on to perform. It is true that within its doors those several cells or dormitories, dignified by the name of county offices, were dark, miserable little dens. These dens were arranged on each side of a narrow passage which ran through the centre of the building, denominated corridors, and were like rat holes in an old tenement.

During a period of twenty years, from 1865 to 1885, in spite of grand juries, in spite of judges, in spite of mandamuses and inspectors, with all the machinery modern civilization has formulated to coerce public bodies, the council refused to move for better accommodation. On several occasions they passed votes

of censure on grand juries for their presentments regarding new buildings. These they regarded as echoes of his Lordship's charge, who knew little of the people, and, it is presumable, cared as little. For ten years previous to erecting the present buildings the minutes present a policy of temporizing, procrastination, of motions and counter motions, such as would do honor to the highest court in this land. The municipal ship during those years was not sailing in smooth waters. Our debt was oppressive, councils were pestered by recommendations from grand juries. In 1873 they had added \$120,000 to our already heavy burdens. They felt that caution was necessary, and it was not till 1885 that they decided to add another \$100,000 to their former obligations, and contracts were let for the present county buildings to Scrimgeour Bros., of Stratford, at a cost of \$95,000.

The last great work undertaken by this county was a house of refuge, erected at a cost of \$15,990, by Mr. Clark, of Toronto. It is said "the poor ye have always with you," and as early as 1856 a motion was introduced (which was not carried out) making provision for this unfortunate class. Previous to constructing this home, indigents received small sums from local municipalities, which were often supplemented by charity from their immediate neighbors. All such grants were inadequate to supply even the most ordinary necessities of life, and seemed only sufficient to prolong the wretchedness of the recipient, rather than mitigate his distress. Poor creatures, in many cases, were domiciled in miserable shanties on roadsides, and whether deserving or not, they were human and entitled to sympathy and attention. The house of refuge is a noble charity and worthy of our people. There is no gratification equal to that arising from help extended to those who are helpless. Every ratepayer should visit this home, see the table he has spread, the comfort he has bestowed, and the provision he has made for many who were old, friendless, and forsaken. To those who are still able to perform a little labor, the farm in connection affords an opportunity. Many who, by age or infirmity, are unfit to engage in manual labor, receive care and attention from attendants. To those visitors who find pleasure in

the happiness of others, it is pleasing to note, as you pass along the corridors, apartments with many appointments of home life. Here is a room occupied by an aged pair, and so strong is the domestic instinct in woman that even in this place she has displayed her ingenuity and handiwork in embellishing the walls until it looks like "Home, sweet home." The regulation that obtained, I believe, in some houses of refuge in other counties of separating aged couples was a barbarous one, and is, I hope, discontinued and a more humane system adopted.

As might be expected, equalizing those assessments upon which are based all county rates was from the earliest period a matter of contention. Long and unyielding were those struggles between champions from the north with those of the more fertile and better improved south regarding this important function. There was no question affording more scope for an ingenious representative, whether as a manipulator of figures or as a leader of men. The fairness, however, with which this matter was disposed of for a period of nearly fifty years is in itself a tribute to the watchfulness and political sagacity of the council. During the December sessions of 1853 the assessors were asked to report regarding this matter of equalization. A committee was also appointed, composed of Messrs. Guest, Grant, Ford, Monteith and Christie, who reported on this question as follows :

"The rolls for North Easthope too high—discount five per cent.; Logan, correct; Ellice, correct; Downie, ditto; Fullarton, ditto; South Easthope, too low, add 20 per cent.; Blanshard, same deliverance; Hibbert, same ditto; Mornington, low, add 5 per cent. (Signed), ROBERT CHRISTIE, Chairman."

Upon this equalization was based the first rate levied for county purposes, amounting to £1,860 (\$7,000.00). In 1874 the question of equalization was submitted to Judge Lizars, who examined several parties on oath as to valuations, and formulated a schedule setting forth values in all the municipalities. This did not remain long satisfactory, and, indeed, no equalization could long remain so. Those conditions affecting the value of property were, and are now, changing so rapidly that what may be a fair and equit-

able arrangement now in a very short period would be found to be unjust and oppressive in many sections. During 1887 an exhaustive and systematic valuation was again made. The late John Mc-Millan, Esq., M.P., with Mr. Long, an ex-warden of Waterloo county, personally examined every farm in the county. A report made by those gentlemen, perhaps the best that could be done, has formed the basis of equalization ever since, but may now be said to be obsolete and no longer reliable as to values. In that portion of our county lying south of the Huron road a valuation of any one township would be applicable to all. There is no appreciable difference as to local conveniences or marketing facilities. In those municipalities north of the Huron road conditions are different. Their marketing facilities may be equally good, the soil may be as fertile, and, indeed, a portion of it is considered much more so than that of the south. Much of the land is equally well improved. Notwithstanding these co-relations in circumstances any basis of equalization decided upon without having due regard to those large expenditures incurred in reclamation of waste lands would be unfair and unjust. These waste lands were useless for any purpose until a system of drainage was introduced. If they are now valuable the county is not to be thanked for it. A time may not be far distant when they will contribute largely to the county treasury, but that should not be until the liabilities incurred in their reclamation are discharged. To equalize these lands at their present value would be to place a double burden upon those who reside on them. They would first be taxed for county purposes, and second, they would be taxed to pay those loans which made them worth taxing. It is not a good argument to say that large quantities of timber realizing goodly sums have been obtained in process of clearing. That could be argued in regard to all the townships. But these are questions for the council, rather than for the historian, to consider.

While these events were transpiring and a steady progress was being made from old pioneer days to those of comfort and convenience, Perth county had assumed financial burdens from which it has not yet been released. That the liabilities incurred by our



representatives for aiding and developing our natural resources were appropriated and disbursed with great economy and skill no one will deny. That a large portion of the funds so granted has been a total loss, so far as their recovery in currency is concerned, is equally true. If, on the other hand, we consider those evolutionary methods which gave us gravel roads, railroads, etc., and consequently an enhanced value of property, although our loss has been great we are largely indemnified for the outlay. Since the organization of this county in 1851 there has been borrowed for original investment upwards of \$570,000 in round numbers. Of this amount \$200,000 was allotted to us at our separation from Huron and Bruce as our share of £125,000, borrowed to aid in constructing the Brantford, Buffalo & Lake Huron Railway. When this road was merged with the present Buffalo & Lake Huron Railway all of this sum was swept away and lost. Of \$88,000 borrowed for building gravel roads over \$60,000 was lost. During those years that tolls were collected there was received from this source about \$2,000 per annum or a gross sum of \$30,000. It is true these roads were given to the municipalities subsequent to removal of toll-gates, but without any consideration, leaving the county still liable for the original debt. The old county buildings which cost \$20,000, were at the end of 35 years written off as an asset. The sum of \$120,000, voted in December, 1873, in aid of Stratford and Port Dover and Stratford and Huron R. R., never could be considered as an asset; it was a gift and is still to be paid. These, with \$95,000 for new county buildings, \$16,000 for the house of refuge, \$30,000 to complete old gravel road disbursements, \$7,000 for South Perth registry office, \$2,000 for registry office for North Perth, \$4,000 for the old grammar school in Stratford, constitute the principal sums borrowed by this county since its organization in 1853.

Subsequent to that period, when our first obligations were incurred, certain payments in liquidation were made. With regard to those funds borrowed from the Municipal Loan Fund, amounting to \$288,000, neither principal nor interest was paid for several years



prior to the distribution by the Government. In 1873, when a settlement was made, our actual debt amounted to \$437,000. This pressed heavily on our people. Rates levied by the county were extreme. For more than one year great sums were collected. Still our debt was increasing and something had to be done.

The Hon. John Sandfield Macdonald on his retiring from the premiership, left in the treasury of Ontario available funds amounting to \$3,000,000.00. Sir Oliver Mowat, who eventually became first Minister, proposed to divide this large surplus amongst those municipalities who had aided railways or in other directions had contributed to the development of the province. Perth County was indebted to this fund in the sum of \$288,000, with several years' interest accrued. \$200,000 of this amount was a grant to Brantford and Lake Huron Railway, entitling our county to a share in this distribution. The Government had formulated a plan of granting \$2,000 per mile where aid had been given to railways. This seemed fair and equitable. In those years previous to a settlement being effected, Mr. D. D. Hay presented reports dealing with county liabilities. In 1873 a delegation composed of Robert Jones, Warden, Thomas Ballantyne, and William Davidson (present county clerk), were appointed to interview the Government in relation to our share of this fund. With them was associated the late Andrew Monteith, county treasurer, and member for North Perth in the Local Legislature, who rendered valuable service. The whole of this delegation were able men, and formulated a most ingenious plan of their own for a settlement. While the Government had decided on granting \$2,000 per mile, the delegation considered such a plan as unfair—and that any distribution should be based on the funds lost, and not on the amount originally loaned. To enable the reader to understand this ingenious plan, we give an extract from the report: "For instance, in the Government calculation we found Brantford set down as assisting the railway to the extent of \$500,000 and Stratford \$100,000, while the former in reality only aided to the amount of \$139,000, and the latter about \$11,000. Brantford, like ourselves, took stock in the same company to the amount of \$100,000

and lost the whole. They, however, contracted a second loan of \$400,000, \$40,000 of which was left for the payment of interest and sinking fund; the balance was advanced to the Buffalo & Lake Huron Railway, on the security of its bonds, which they afterwards sold and realized in cash nearly \$322,000, so that they only lost the amount above stated. Stratford realized \$89,000 on their bonds, and lost only the above amount. We may here state that the number of miles from Fort Erie to Goderich is 161, which at \$2,000 per mile would be \$322,000 for the whole road. Deducting the amount which Brantford and Stratford had realized for their bonds made \$829,000 the total amount lost, and which amount would be the basis of adjusting the allowance, instead of \$1,278,000 taken by the Government in the calculations referred to in the foregoing schedules, and which instead of giving twenty-five cents on the dollar actually lost would be 39 $\frac{7}{8}$  cents, or instead of this county receiving \$50,000 it would be \$80,000, which \$30,000 additional, when interest is calculated and compounded annually for 19 years would be \$70,000 of a difference between the two calculations, and would further reduce our indebtedness that amount." The delegation succeeded in securing the adoption of this plan by the Government, thus liquidating in this transaction \$150,000 of our county debt. We would advise any of our readers who may be interested in such matters to peruse this most elaborate and exhaustive report, which will be found in the council proceedings of 1873, June session, page 19. This is by far the most ingenious and logical paper ever given to the council, and well merited a vote of thanks, introduced by Mr. Trow, for the distinguished services of the delegation. From this period our liabilities were gradually reduced, notwithstanding those amounts voted to the Stratford & Huron Railway, and the cost of county buildings. In 1888, our total debenture debt was \$250,000. During 1892 further liabilities were incurred for erecting the house of refuge, which is our last loan obtained for special improvements.

At present our liabilities are being largely reduced without any additional taxation being laid on the people. According to the

last auditors' report our debenture debt amounts to \$203,400. Meantime the house of refuge debentures are being paid annually as they mature. A sinking fund amounting to \$8,000 yearly (which now amounts to \$35,000) is being set apart to meet county buildings and railway debentures as they mature. The present actual debt, therefore, of this county, after deducting those amounts at credit in the sinking fund, will not exceed \$170,000, or somewhat less than it has ever been since its organization. We may feel assured, therefore, that the beginning of the end is near, and in a very short time a final cancellation of our whole indebtedness will have passed into history.

In 1896 we reached a period in our political life termed by the warden in an address, "almost revolutionary." By an Act of the Legislature the constitution of county councils was entirely changed, and representation by reeves and deputy reeves was abolished. This Act made provision for constituting a court to divide the county into districts or small constituencies, for electoral purposes, two representatives being sent from each as members of the board. No. 1 was composed of the township of Wallace and the town of Listowel; No. 2, townships of Logan and Elma; No. 3, the townships of Hibbert and Fullarton, and the town of Mitchell; No. 4, the townships of Blanshard and Downie; No. 5, the townships of North and South Easthope; No. 6, the townships of Ellice and Mornington, with the village of Milverton. At the December session in 1896, Mr. Thomas Ryan, warden, delivered a farewell address to the last county council of Perth elected under the old Act of 1850. We submit a synopsis of this address, as a fair embodiment of the feelings of a certain section of our people regarding this change. In a paragraph the warden finely and truthfully says: "To accomplish all this (referring to the progress of the county) required work and perseverance, and the success is largely attributable to the sturdy pioneers. The men comprising the early councils should not be forgotten. They had difficulties to contend with and obstacles to overcome, and it is fitting that this, the last meeting of the last council under the existing law, should contribute to the memories of those who

have passed away some eulogy in appreciation of their efforts in early years, and to those who are still living who served from thirty to forty years ago, a few of whom we may here mention, viz., David Cathcart in 1856, D. D. Hay in 1860, P. R. Jarvis and John McDermott in 1861, Abraham Davidson in 1862, Thomas Stoney in 1864, George Leversage in 1866, Hon. Thomas Ballantyne in 1867, and the present clerk, William Davidson, in 1868, the latter having been present at every meeting for twenty-nine years. We extend the hope that those who are still remaining with us, though in the sere and yellow, may be spared for many years, though many of them have passed the allotted term of life." To this band of old municipal veterans the historian will add the name of Andrew Monteith, who was in harness continually for a period of over forty years.

The warden says further in another part of his address (indicating that he is breathing an atmosphere of sad farewells) in opposition to this measure that : "This council has already expressed by a unanimous resolution that the change is not a desirable one, and asking for its repeal as soon as convenient to have it done. I might be induced to favor a reduction in the number of representatives, but I cannot but look with disfavor on the probable disfranchising of a rural municipality, as may be under the new law, and shall hope before long to see the statute so altered that we will be represented here from each municipality by the head thereof. The plea put forth in favor of the change is not founded on fact, that of preventing a system of what is known as *log-rolling* ; such of late years has not been known to exist."

While this may be true, it is equally true that as early as 1865 the council expressed a desire by resolution of the board for reducing the number of representatives. Such resolutions, repeated subsequently, indicate that in their opinion fewer representatives would be sufficient to protect the interests of the people. There should, therefore, be no fault found in giving effect to those feelings so unequivocally expressed. As to the method adopted by government, in their wisdom they considered it right. The county council when the period of dissolution came thought it



was wrong. The government from disinterested motives reduced the representation. The council from interested motives desired no interference. The impartial student of municipal history will, we think, endorse the action of the government. He will do so for several reasons. 1st. Because the Municipal Act contemplates no other form of taxation under its provisions than a direct tax on property. 2nd. In that case representation should be based on taxable substance in proportion to its value and not on population, the plan that formerly existed. To elect representatives on a basis of population gave excess of power to the proletariat, giving them control for municipal expenditure of the property of those holding larger estates. To illustrate this, a town or village paying a tax of \$2,000 for county purposes may have a population sufficient to entitle them to three representatives at a county board. Another municipality, from its greater wealth, may be asked to contribute \$5,000, but because of its smaller population would be entitled to only two members. It is clear, therefore, that a municipality with a greater number of ratepayers and smaller taxable property will control a richer municipality with smaller population and greater taxable property. This principle we hold to be antagonistic to the spirit of equal rights characteristic of municipal law, and the present Act removes a long existing evil by arranging districts so that the taxable substance will control to a greater extent the hand that marks the ballot.

While this excellent measure may have had, and still has, its opponents, it might be well for us to consider, in the event of a further change being made, whether it would not be better rather than increase the representation, to reduce it still further. We are inclined to think the latter would be to our advantage. There is danger under the existing law that in case of an equalization, two representatives from one district might be found in opposition to each other. It is hoped, however, that this question will not be left to county commissioners, but in all cases shall be decided by a court of practical men residing outside of county limits. It is argued also by opponents of this measure that the standard of ability in local councils has been lowered by with-



drawal of our ablest men to county boards. While this may be flattering to the commissioners, the statement has no foundation in fact. Able men are not peculiar to any age or period ; neither are they all made into county commissioners. Progressive young men are taking the places of those older Gamaliels at our township boards, and in this county, thus far, they have no reason to be ashamed of their records.

In 1835 the first parliamentary election in the district was held, Captain Dunlop and Col. VanEgmond being candidates. Dunlop was elected. Although a Tory, he was opposed to the Family Compact in Toronto. This clique, aided and supported by the Governor, devoted their energies and their talents to promoting their own material interests as far as possible at the expense of the province. This county at that period had half a dozen voters who walked to Goderich and recorded their votes, one half in direct opposition to the other, and both, of course, in the interest of good government. It is said that the hustings for the nomination was thrown down and burned the evening previous to that event by a set of jolly boys who were not favorable to, or rather did not care for, either party. Ah, those were grand old days when a gentleman could be a gentleman and exercise his prerogative as a free citizen by burning the hustings or helping out the phrenological development of a prosy candidate by the application of a stout cudgel !

In 1841 Dr. Dunlop was again a candidate, being opposed by James McGill Strachan (son of Bishop Strachan), a lawyer in Goderich. The doctor, as the result of a protest, was declared elected. In 1844 Dunlop, who had in the meantime been appointed superintendent of canals, was succeeded by William Cayley, who defeated Mr. Longworth, an old officer of the Canada Company. In 1851 Mr. Cayley was defeated by Mr. Malcolm Cameron. This was the last contest in the United Counties. Previous to the next election in 1854 Perth had become an independent county, and was now entitled to send a member to Parliament. On this occasion the candidates were T. M. Daly, who was inclined to support the Reform side, and Mr. Alexander Mitchell of Shakespeare, who was defeated. At the general

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election of 1857, Mr. Daly, who was now a very pronounced Conservative, defeated William McDougall by a large majority. In 1862 the Hon. Michael Foley was elected, defeating Mr. Daly. Mr. Foley was also elected for Waterloo at this period, and chose to sit for that county, when another contest took place for the vacant seat in Perth. In 1863 Mr. Robert McFarlane, a partner of the late Judge Lizars, compelled Mr. Daly to retire, although the majority against him was not large. This was the last election previous to Confederation in 1867. In accordance with that change, Perth was divided into north and south ridings, each returning a member to the House of Commons at Ottawa, and a member to the Legislature in Toronto. The north riding was composed of the townships of North Easthope, Mornington, Wallace, Ellice, Elma, Logan, and the towns of Stratford and Listowel. The south riding comprised the townships of Blanshard, Downie, South Easthope, Fullarton and Hibbert, with the towns of St. Marys and Mitchell. These boundaries have been changed, however, as party or political exigences demanded, each party transforming the constituencies to suit its own purpose, a most iniquitous system and a disgrace to Canadian politics.

At the election of 1867 for the Commons, in the North Mr. Daly was defeated by Mr. James Redford, while Mr. McFarlane carried the South against Mr. T. B. Guest of St. Marys. The election of 1872 again brought Mr. Daly and Mr. Redford into the field for the North, Mr. Daly on this occasion being elected. In the South, Mr. Kidd was defeated by Mr. James Trow of Shakespeare. In consequence of an event known in Canadian politics as the Pacific scandal, the House was dissolved in 1873. In the new election Mr. Trow was elected by acclamation for the South, and Mr. Andrew Monteith defeated Mr. Redford in the North. This election was protested and declared void, when Mr. Monteith tried the issue with Mr. James Fisher of Stratford, the former being again elected. In 1878, memorable as the first contest at the inception of the National Policy, Mr. James Fisher again contested the North with Mr. Samuel R. Hesson, the latter being elected. In the South, after an exciting contest, Mr. Trow defeated Dr.

Hornibrook of Mitchell. Mr. Hesson was again elected in 1882 against Robert Jones of Logan, and again in 1886 over Dr. Johnson of Millbank, but was defeated in 1891 by Mr. James Grieve of Mornington. At the election of 1896 Mr. Grieve was defeated by Mr. Alexander F. MacLaren of Stratford, who was again elected over Mr. George Goetz of Ellice in 1900. In the South, the election of 1882 found Mr. Trow opposed by Mr. T. B. Guest of St. Marys, the latter being defeated. In 1886 he was opposed by Mr. Sharp of St. Marys, the latter being defeated. The election of 1891 brought Mr. Trow and Mr. Sharp again into the field, the former being elected. On a protest this election was declared void. At the by-election Mr. William Pridham of Fullarton, was Mr. Trow's successful opponent. In 1896 Mr. Pridham was opposed by Mr. D. W. Erb of Downie. At this contest an independent candidate was placed in the field, in the person of Mr. James Donald of Blanshard, Mr. Erb being elected. In 1900 Mr. Erb was again opposed by Mr. Pridham, the latter being defeated by a small majority.

The elections for the Legislature of the Province have been characterized by the same variable results to both parties. At the first election after Confederation, in 1867, the candidates in the North riding were Andrew Monteith and D. D. Hay, Mr. Monteith being elected by a large majority. In the South, Mr. Trow defeated Mr. Donovan, a Toronto lawyer. In 1871 Mr. Guest defeated Mr. Trow in the South by a small majority, Mr. Monteith defeating Mr. Thomas Ballantyne in the North. Mr. Monteith during this parliament resigned to contest the seat for the Commons, when another election was held, Mr. Daly defeating Mr. James Corcoran of Stratford. Mr. Hay and Mr. Daly were again the candidates in 1875, the former being elected by a good majority. In the South, Mr. Ballantyne opposed Mr. George Leversage, the latter being defeated. Mr. Ballantyne held the seat up till 1894, having in the meantime defeated Mr. Jacob Brunner, Mr. W. R. Davis on two occasions, and Mr. George Leversage a second time also. In 1894, however, Mr. Ballantyne was defeated by Mr. John McNeil, an independent candidate, by a

small majority. Since this election Mr. Ballantyne has not again been a candidate. The election of 1898 brought into the field two new candidates, in the persons of William Caven Moscrip, a lawyer of St. Marys, and Mr. Nelson Monteith, a Downie farmer. Mr. Monteith was elected by a majority of 14 votes. A scrutiny was demanded by Mr. Moscrip, on the ground of an irregularity in printing the ballots, which on a recount before Judge Barron were declared for Monteith, but whose decision was reversed by a higher court in Toronto. Mr. Moscrip took the seat. Mr. Monteith protested the election and the seat was declared vacant. In the meantime Mr. Moscrip had accepted a position in Stratford, when Mr. Valentine Stock, a merchant of Tavistock, was brought out against Mr. Monteith, the former being defeated by a small majority. In the North, at the election of 1879, Mr. Hay was opposed by Mr. John McDermott of Wallace, Mr. McDermott being declared elected. On a recount being demanded by Mr. Hay a scrutiny of the ballots reversed the decision and Mr. Hay was declared elected. In the next contest Mr. Hay was defeated by Mr. George Hess of Listowel, who held the seat till the election of 1890, when he was defeated by Dr. Ahrens of Stratford. This election was declared void and another contest took place between Mr. Thomas Magwood of Mornington and Dr. Ahrens, in which the former was successful. In 1894 Mr. G. G. McPherson, Q.C., of Stratford, contested the seat with Mr. Magwood and was defeated. Mr. Magwood held the seat till 1898, when he was defeated by Mr. John Brown of Stratford. At the next contest, in May, 1902, Mr. Stock was elected in the South over Mr. Nelson Monteith, and Mr. John C. Monteith defeated Mr. Brown in the North.

Of the gentlemen who have contested or held seats in this county Messrs. Daly, Andrew Monteith, Hesson, McDermott, Magwood, MacLaren, Guest, Sharp, Pridham, Davis, Leversage, Dr. Hornibrook, Kidd, Nelson Monteith, and John C. Monteith were Conservatives, and Messrs. Ballantyne, Hay, Foley, Fisher, Corcoran, Moscrip, Trow, Stock, Brown, and McFarlane were Liberals. Mr. McNeil, who was formerly a Reformer, and Mr. Robert Jones,



who was a Conservative, ran. as Independents. Mr. James Donald was also a Reformer, now Independent.

The population during ten years subsequent to 1830 made but little increase. At the first census in 1852 it had reached 15,545. In 1870 this had again increased to 46,536, the largest increase ever made in any one period. In 1889, or twenty years afterwards, the population reached its highest point in our history, being 49,184. During the next ten years it had receded, as in 1899 the total population returned by assessors was 48,544. The census of 1901 gives a result still lower. This decrease has taken place in the rural municipalities, the City of Stratford having largely increased during the last twenty years, with also a slight advance in several towns and villages. In the chapter on agricultural evolution I have pointed out what in my opinion has been the cause of the retrograde movement in our rural population.

While every corner of this county may now be said to be densely populated, material prosperity has kept pace with the progress made in other directions. According to a report issued by the Bureau of Industries for Ontario in 1899 real property was assessed at \$26,000,000, and personal property and taxable income at \$600,000 more. These figures are but an approximation, and to ascertain the actual value of real property in the rural districts at least 15 per cent. may be added. In the matter of personal property and taxable income the amounts returned by assessors afford no indication of its real value whatever. In assessing this class of farm property abuses arising from imperfect valuations and the difficulty of arriving at exact liabilities affecting it led to an abolition of this tax several years ago. Those amounts set down as being the value of personal property and taxable income do not represent stock and appliances used by the agriculturist, but rather the personality of those callings and occupations closely connected with agricultural communities. While our population has receded, taxation per head has slightly increased. In 1899 the townships for all purposes were taxed \$5.31, towns \$7.08, villages \$3.63, city of Stratford \$9.07. The average taxation in 1899 amounted to \$6.39 per head, and in 1889 \$5.74.



Although representatives in this county have been extremely conservative in their retention of some of the officers, their conduct in connection with others has been characterized by inconstance and fickleness. We subjoin the names of those officers appointed by the county council and their period of service up to the present time. To obviate repetition, the names of those composing the council board may be ascertained by reference to local municipal history, where reeves and deputies are given.

For warden in 1851, the provisional council elected Sebastian Fryfogle as the first to hold that office in this county. In 1852 William Smith, Downie, provisional council; 1853, William Smith, Downie; 1854, William Smith, Downie; 1855, William Smith, Downie; 1856, T. B. Guest, Blanshard; 1857, Alexander Hamilton, North Easthope; 1858, A. B. Orr, Stratford; 1859, Alexander Grant, North Easthope; 1860, Andrew Monteith, Downie; 1861, William Smith, Stratford; 1862, Andrew Monteith, Downie; 1863, Andrew Monteith, Downie; 1864, Andrew Monteith, Downie; 1865, Thomas Ford, Fullarton; 1866, Thomas Ford, Fullarton; 1867, Thomas Ford, Fullarton; 1868, Thomas Stoney, Stratford; 1869, Thomas Stoney, Stratford; 1870, James Trow, North Easthope; 1871, Robert Jones, Logan; 1872, Thomas King, Hibbert; 1873, Robert Jones, Logan; 1874, Robert Jones, Logan; 1875, William Davidson, Fullarton; 1876, William Davidson, Fullarton; 1877, William Davidson, Fullarton; 1878, William Davidson, Fullarton; 1879, John McDermott, Wallace; 1880, Valentine Kertcher, Mornington; 1881, Jacob Brunner, Downie; 1882, William Fletcher Sanderson, Blanshard; 1883, Thomas Knox, Elma; 1884, James Dougherty, Mitchell; 1885, Thomas Knox, Elma; 1886, George Leversage, Fullarton; 1887, George Leversage, Fullarton; 1888, Alexander McLaren, Hibbert; 1889, W. B. Freeborn, Mornington; 1890, John McMillan, North Easthope; 1891, John Schaefer, South Easthope; 1892, Andrew Kuhry, Ellice; 1893, George V. Poole, Wallace; 1894, John A. Hacking, Listowel; 1895, Tom Coveney, Logan; 1896, Thomas Ryan, Hibbert; 1897, Nelson Monteith, Downie; 1898, James Torrance, Milverton; 1899, Thomas E. Hay, Listowel; 1900,

William Fletcher Sanderson, Blanshard ; 1901, James Dickson, Elma ; 1902, Charles Merryfield, Logan. In 1878 Mr. William Davidson resigned the office of warden to accept that of county clerk, and Mr. Robert Keyes of Logan was elected for the balance of the year as warden.

The county of Perth has had two clerks only during its municipal existence of over fifty years. Stewart Campbell was appointed by the provisional council in 1851, and held office continuously, excepting one year (when Mr. McDonald was appointed) till 1878. Mr. Campbell was a careful and efficient officer, and some of the older local clerks, several of whom are still left, well remember the jovial, happy-looking man with whom they met in the old county buildings. In 1878, from old age, Mr. Campbell was compelled to retire and was succeeded by the present clerk, Mr. William Davidson, then reeve of Fullarton, who had occupied the warden's chair for the fourth consecutive year. Mr. Davidson had a long training for this position and a wide knowledge of municipal business—perhaps in advance of any other public man in the county.

Mr. J. C. W. Daly was appointed provisional treasurer, holding office during the period of that body. On completion of the county organization he was followed by Mr. Alexander McGregor, who held office for eleven years. In 1865 Mr. Andrew Monteith, who had been warden for three previous years, was appointed and held the position until the time of his death in 1896, a period extending over thirty years. Mr. Monteith was succeeded by Mr. George Leversage, reeve of Fullarton, who discharged the duties till his death in 1900. He was succeeded by Mr. George Hamilton of Sebringville, school teacher, who had taught in the village for a period of twenty-five years.

The office of school superintendent was first held by the late Dr. Hyde of Stratford, who succeeded Charles Fletcher, district superintendent. In 1856 Dr. Hyde tendered his resignation, and was succeeded by Rev. Thomas McPherson, also of Stratford. Mr. McPherson held the position till 1859, when the county was divided into six districts, and local superintendents were appointed

for each. Rev. Mr. Smith of St. Marys was appointed for district No. 1, being the township of Blanshard ; Rev. Thomas McPherson for No. 2, composed of North and South Easthope ; Rev. E. Patterson for No. 3, Downie and Ellice ; Rev. Mr. Hamilton for No. 4, Logan, Fullarton and Hibbert ; Rev. Alexander Drummond for No. 5, Mornington and Elma ; Rev. Mr. Drinkwater for No. 6, township of Wallace. The remuneration allowed inspectors was \$5.00 for each school per annum. This system continued till 1871, when the School Act was amended and one inspector appointed for the whole county. This new plan has been attended with good results and productive of much improvement in our public schools. The late William Alexander, who was first inspector, discharged the whole duties for this county during a number of years, when it was divided into two districts of North and South. Mr. Alexander retained his position for the North, and John M. Moran, a teacher in Stratford schools, was appointed in the South. This arrangement continued only for a short time, however, when both were re-united under the inspectorate of Mr. Alexander, who held the position most acceptably to all parties until his death. Subsequent to the death of the old inspector, Mr. William Irwin, who was a teacher in Listowel, was appointed for the united ridings. For further remarks on schools see chapter on education.

The office of jail surgeon, a place of more dignity than emolument, has during fifty years been held by many medical gentlemen of Stratford, and is characterized by a sort of itinerancy, the late Dr. Shaver retaining the position for a much longer period than any others honored by this appointment. The present jail surgeon is Dr. Dunsmore of Stratford. If, however, the position of jail surgeon has been like a moveable feast on the calendar, the auditors, who hold a most responsible position, like the dove sent out from the ark, can be said hardly to find a resting place for their feet, every year nearly making a change. Mr. James Jones of Mitchell is the only auditor who may be said to have had any permanence in the position, having held the office for a number of years. Mr. MacBeth of Milverton, appointed in 1901, is the colleague of Mr. Jones on the board.







STRATFORD COLLEGIATE INSTITUTE.



ROMEO WARD PUBLIC SCHOOL, STRATFORD.



## CHAPTER V.

### EDUCATION—PUBLIC SCHOOLS.

In that struggle which characterized pioneer life at its outset, when men in the bush fought the battle manfully against want, they had no sooner mastered the difficulties of their situation than they began to make provision for educating their children. While their own dwellings were of the most wretched kind, their daily fare coarse and unpalatable, when comfort (as we understand it) was unknown, and pleasure was found largely in a hope of better days, the measure of their solicitude regarding the education of their offspring was full to overflowing. Nearly all settlers in this county were old country people, where facilities for the poor obtaining even a small modicum of learning could be said hardly to exist. Humble as their lot had been in the old land, humble as it was in the woods, they felt that even in their lonely walks of life a little knowledge of books would have been useful, not only to enable them to pursue their vocation more intelligently, but it would also have been a source of pleasure where none other could be obtained. It is therefore not surprising that we find old records indicating that the first taxes levied on the ratepayers were largely for the establishment of schools. For example, in Downie the first hundred pounds ever collected, under the Act of 1841, was set apart, sixty per cent. for education and forty per cent. for improvement of roads. On referring to the reports of pathmasters in 1842, where a graphic description is given of the condition of our highways, we cannot but admire that pluck and determination of those old settlers, who, although they were in danger of losing their oxen on crossways or in mud holes, so resolutely clung to the idea

that their children must be educated. It is proper to state also that the first dollar of money ever borrowed by any township in this county was borrowed for the purpose, not of building roads, nor of constructing bridges, nor of carrying out those improvements which would enhance the value of property, but largely for building schools.

It appears to be a matter not of sufficient importance that we should trace formations, alterations or extensions of the school sections in this county. Beyond giving an idea of the trend of settlement it is of little consequence, as a matter of history, whether a certain lot was added to a section or its limits extended by any particular council or in any particular year. It is desirable to know, however, the number and character of buildings provided for educational purposes at the various stages of development in Perth County, as indicative of that marvellous progress made during the last fifty years. At what time the first school was erected it would be difficult to say. This certainly occurred previous to 1840, that period being stated by some of our local historians. In the eastern portion of Downie and that district comprising parts of North and South Easthope a number of settlers had located previous to 1835. During that year, if not at an earlier period, J. J. E. Linton had opened a private school near Stratford, Mrs. Linton teaching another in North Easthope, which were undoubtedly the first schools in this county.

In an excellent paper published by Judge Woods of Stratford, which contains much important information regarding school legislation in Upper Canada, of which we are availing ourselves in this chapter, he has overlooked one or two historical points regarding the formation of school sections in the district surrounding Stratford.

At the first meeting of the district council for the counties of Huron, Perth and Bruce, holden at Goderich, the eighth day of February, 1842, in pursuance of an Act of the first session of the first provincial parliament of Canada, passed in the fourth and fifth year of our Sovereign Lady Victoria, and entitled "An Act to provide for the better internal government of that part of this

province which formerly constituted the Province of Upper Canada, by the establishment of local or municipal authorities therein," William Dunlop, Esq., M.P.P., warden, we find it was :

"Moved by Mr. Daly, seconded by Mr. Helmer, that South Easthope be divided into two sections as far as lot 36 inclusive—that the first division extend from the Wilmot line to lot 15 inclusive, line of division north, Huron Road, and on the south, Zorra. The second division is to include lot 16 and lot 36, lines of division, Huron Road and Zorra." While these divisions may not seem perfectly clear, they are copies of minutes. At the same meeting it was :

"Moved by Mr. Daly, seconded by Mr. Sebring, that the townships of Fullarton, Downie and Ellice form a school section, beginning at lot 6 inclusive of Fullarton; then east to lot 9 inclusive of Downie; then from lot 19 inclusive of Ellice to the line between Logan and Ellice, the north line of the division to be the unoccupied lands, and the south line to be the township of Blanshard."

"Moved by Mr. Helmer, seconded by Mr. Galt, that the township of North Easthope be divided into three school sections, as follows : viz., 1st. Commencing at the Wilmot line, west to lot 11 on the Huron road, north to the boundary line. 2nd. Commencing from lot 10 to lot 21 on the Huron road, north to the boundary line. 3rd. Commencing from lot 20 to lot 37 on the Huron road, north to the boundary line."

"Moved by Mr. Daly, seconded by Mr. Sebring, that lot 7 inclusive to lot 18 inclusive to the unoccupied lands, and that the first concession of Downie, embracing lots 7 and 18, be a school district."

"Moved by Mr. Daly, seconded by Mr. Chalk, that the Gore of Downie from lot 6 in the third concession to Zorra line be a school district."

It was further moved by Mr. Daly, seconded by Mr. Chalk, that from lot No. 1 to 18 in the second concession of Downie, both inclusive south to Blanshard, be a school district.

The foregoing school sections were certainly the first to be

formed in what is now the county of Perth. It is unfortunate that the records extending from this meeting up to 1847 are lost, and, that except where reference may have been made to them in subsequent proceedings of the board, we have no information regarding their operations. Between 1842 and 1847, however, a large number of school sections south of the Huron road were organized, and that mass of legislation under the Act of 1841 and extending on down under the Act of 1850 in greater or less volume to our own time, had begun to accumulate. The trend of new settlements and a continuous advance of the pioneer deeper and deeper into the forest led to constant changes in boundaries of those districts as laid down by Mr. Daly and those associated with him. Whenever a backwoodsman of more adventurous spirit than others penetrated along a creek or small rivulet, it may have been miles beyond his nearest neighbor, his location at once became the nucleus of a new settlement. Thither came others from time to time until a number of families were settled near each other. This little community at once constructed a log school house in a spot most convenient to all. Where progress was so rapid as we find it to have been in many parts of this county these arrangements could only exist for a short period. The limits of every settlement were constantly extending until the first building was found to be located in a place entirely unsuitable and inconvenient to the majority. Then a change would have to be made. As wealth accumulated in the townships, boundaries of old sections were constantly being circumscribed, and additional school districts formed out of portions of those already existing. This, of course, brought the schools much nearer to the children, who were enabled with less hardship to avail themselves of these provisions set apart for their education. These changes led to great excitement amongst those particularly affected, in their efforts for and against such movements, and were a source of annoyance and embarrassment for many years to municipal councils. During later years certain machinery has been provided by the Public School Act, constituting a court of enquiry regarding such changes, and whose recommendations became a basis of alterations in



boundaries of union sections. This court is a great improvement on the old system, in so far as it acts independently of any consequences at next election, which may or may not affect to some extent the decision of a township councillor in matters of this kind.

Having thus outlined the establishment and formation of school sections on general principles, it will be well to glance at the Act itself under whose provisions these changes were brought about.

These school districts were organized under and by authority conferred on the district council by an Act, 5 Victoria, chapter 18, passed in 1841. All previous Acts relating to education were repealed, and this Act may be said to be the foundation of our present school system in this province.

This Act provided for (1st) a permanent fund for common schools, (2nd) \$200,000 to be granted to a common school fund, (3rd) the appointment of a superintendent of education, (4th) making the district council a board of education with certain defined powers, (5th) enabling townships or parishes to elect five common school commissioners, with duties defined in eleven subsections, one of which was to relieve poor persons from payment of teachers. Another is to see to matters generally, and report. It is specially set forth that the teacher must be a subject of Her Majesty by birth or naturalization. In accordance with authority given by section 5, as above, the first commissioners in Perth were elected in 1842, for Stratford and surrounding district. This board was composed of the five following gentlemen, who were chosen at a meeting held in the school house, Stratford, on the third day of January 1842 :—William Smith, James Monteith, John Gibb, Samuel Robb and Arad Priest. In 1843 the same commissioners were re-elected.

Section No. 11 is a distinct recognition of a principle in school legislation which has caused much discussion in latter years under the constitution of separate schools. In this section there is a clear and indisputable affirmation of that principle where it says :—“Provided always, and be it enacted that whenever any number of the inhabitants of any township or parish professing a religious



faith different from that of the majority of the inhabitants of such township or parish shall dissent from the regulations, arrangements or proceedings of the common school commissioners, with reference to any common school in such township or parish, it shall be lawful for the inhabitants so dissenting collectively to signify such dissent in writing to the clerk of district council with the name or names of one or more persons selected by them as trustee or trustees for the purpose of this Act, and may establish and maintain one or more school or schools and receive their proportion of the moneys appropriated by law."

In 1846 was enacted 9 Victoria, chapter 17, enabling trustees to hold school lands as a corporation. By section 6 the council of every district was empowered (1st) to appoint superintendents, and (2nd) to divide townships into school sections. This latter clause, however, was simply an extension of power already granted by the Act of 1841, by authority of which Downie, North and South Easthope and Fullarton were divided into school sections by the council in Goderich. District superintendents were empowered to prevent "the use of all unauthorized foreign school books in the English branches of education and to recommend the use of proper books." A school section, being formed, three trustees are to be elected at the first school section meeting in January in each year (sec. 28), the landholders and householders to be electors. Section 32 provides that separate schools may be established for Protestants and Roman Catholics in any locality. Subsequent to 1850, when our present Municipal Act was introduced, the local boards appointed school superintendents, the first of whom was Alexander McGregor, for those districts around Stratford. Previous to 1850 superintendents of schools were appointed by the district council in Goderich; and such has been the predilection of some of the old municipal clerks for concealing names, that I was unable to discover that of district superintendent until I was informed by an old settler. I may state here that one local clerk, who held the position for at least four years, never during that period gave the name of a single representative officer in his municipality. In the county of Perth we find as local

superintendent the names of Alexander McGregor, Rev. Mr. McPherson and Rev. Mr. Patterson, both of Stratford, one a Presbyterian and the other an Anglican, and William Rath, Esq., P.L.S. of Mitchell. In 1871 the School Act was further amended; the office of local superintendent was abolished, and the county council was empowered to appoint a county inspector of schools. This change was an improvement on the old order of things, in that it secured greater uniformity in school work. Moreover, since the inspector devoted his whole time to his official duties better results could be obtained than were possible under the former plan, where the inspector's time and attention were divided between two such diverse duties as preaching and school supervision.

A few years after this change the county was divided into North and South Perth, and two inspectors were employed. This continued only for a short period, however, when the two inspectorates were again united, and have remained so ever since. Subsequent to Stratford being separated from the county for municipal purposes and erected into a city, inspection of the city schools was withdrawn from that of the county, and an inspector appointed in their own interest by the city council.

If we examine closely into the principles underlying the public school system of this country they will be found in many respects to resemble those of the Scottish parish school, introduced by John Knox, the Scottish reformer. When he had completed his work of reformation in the church, by an infusion of democratic vitality and vigor into the parched and dried body of a dead spiritualism, he saw that the lifeblood of that system he had inaugurated must be kept up by the product of the schools. He, therefore, introduced into his own country what may be said to be the first school system in the world. He saw, also, that to derive the greatest amount of good from his new plan it would have to be broadened out to meet and bring within its limits all classes and conditions of people. Any system of education which cannot be made available to all, must necessarily deprive the state of a large portion of intellect, which, if developed and strengthened in a free school,

might be a great factor in the extension of its power and influence. Who can say in what strata of society the diamond may be found? And for fear that any gem may be lost, the state does well to test them all?

The principle upon which Knox proceeded in his educational methods was based on this idea, that the state represented all the people, and in its actions should promulgate only such legislation as would be of interest to all the people. To a full development of this plan it was necessary, therefore, to establish a school in every parish. A grant of public money was made for their maintenance. This was supplemented by a tax on all property in the parish. Altogether a rate of from ten pence to one shilling and three pence per month was charged for each pupil. Poor people could send their children to be educated without money and without price. The trustees were land owners in the parish, or their representatives, who superintended the whole, exactly as trustees in a Canadian school section. There was this difference, however, that the office of trustee descended by heirship along with the estate. This trustee board employed the teacher, who was removed only for breach of trust or bad conduct. It was in advance of our Canadian system, in that a teacher's residence was always provided. Precaution was taken that only properly qualified men should be placed in these schools, as every parish schoolmaster had to be a graduate of a university. This parish school was a combination of what in Canada is the public and grammar school. It was graded, and the teacher moved his pupil gradually upward from the first through the intermediate forms to the classics, where he left off to enter the university. It is true academies and grammar schools existed in Scotland, but they were not a part of the national plan of education. Many of those seats of learning were most valuable, and were established and conducted by educated men as private schools.

If the system of parish schools set up by Knox in Scotland was correlated with the genius of that people, it was found also in accord with the progressive feeling of Canadians. The proletariat of Scotland are not, and never were, republican, though they are

eminently democratic. The political cast of our electorate in this country is exactly similar. Both people believe in a monarchical form of government, resting on a foundation of democracy. In the parish school was inculcated a sense of equality, regardless of social, political, or religious influence. In Canada it is the same. If a boy is too poor to pay a fee for his education, let him come; it will cost him nothing. If he is too poor to obtain suitable garments to wear, let him come; the parish will clothe him. If he is too poor to even get food to eat, let him come; the parish will feed him. It is to the eternal honor of Knox's plan that the moment such an one as we have described passed through the portal of a school room then all social distinction ended, and that only of the God-given quality of mind began. A poor, ragged boy, with gaunt form and hungry-looking eye, may be the lion of his class, and on his shoeless feet stand conscious of his superiority as Dux. The son and heir of the Laird may have his place as booby, where he stands conscious of an abiding continuity, in monumental evidence of the superior flesh-forming qualities arising from a plenteous ration of whey porridge and braxy.

When Dr. Ryerson, the 'great architect of Canada's school system, visited Europe in quest of material for completing his educational scheme (the influence of which in Canada no man can ever measure), he found the old parish school was the only method at all suitable to the views of the Canadian people. It is not surprising, therefore, that our schools were modelled largely on the Scottish plan, with such modifications and extensions as those new conditions obtaining in this country demanded. Those of our readers who may be desirous of extending their enquiries into the principles of the two systems will find a striking analogy even in many of the details.

Before leaving this part of our subject we may be permitted to point out with what zealous care both countries watch over their schools. Although the old system of Knox was planted amongst a people gross, vicious, stubborn, and the most turbulent in Europe, in a turbulent age, it grew as something indigenous to the soil. Its roots sank deep, and twined around the affections of



the nation. When the unfortunate Mary, Queen of Scots, lost her head, it had become vigorous. During the regency in her exile, it did not suffer. While England lost one church and gained another, it was still extending its influence. When Scotland's King left Holyrood, never to return, it was putting forth new leaves. In the heat of that terrific persecution, when the sanctuary of the Auld Kirk was dashed to earth, and the worship of God was a stolen privilege amidst heath, heather hills, and misty solitudes, it was still gaining new life. When the blood of a British King had imbrued British hands, and a stranger was set on Britain's throne; when the last of the Stuarts had died an exile, far from his native land, and a foreigner was crowned in Westminster, the old tree still flourished. It was not, therefore, till a seed from this ancient stem had been planted in Canada by Dr. Ryerson for a period of two score years, and amid our Canadian woods had grown to be a stout sapling, symmetrical and robust of form, that the venerable parent stem in Scotland was cut down, and a twig containing the old blood wedded to the vigour of Canadian youth, was planted in its stead, where, as the national school system of Great Britain, it is now spreading in a form worthy of such illustrious parentage.

If the people of Scotland were jealous of their school system, the Canadians were equally so of theirs. It will be remembered that in Ontario, a few years ago, the then Minister of Education, Hon. G. W. Ross (who, by the way, was by far the greatest man his party had in its ranks), introduced a new school book. This innovation in itself was trifling, and could have led to no disastrous consequences. It was met, however, by a perfect storm of disapproval from a large section of our people, and so far-reaching were its results that it nearly displaced the Government a few years subsequently. While those amendments made to the School Act may have been various during the last fifty years, they have not affected to any great extent its great general principles. Changes in school buildings and premises throughout the county, indicating steady and solid improvement during that time, have been very marked. Although of late years inspectors have been



authorized, under certain amendments to the Public Schools Act, to compel trustees to provide suitable buildings and accommodations in order to secure a more efficient management of our schools, this power has rarely or never been enforced. It is creditable to our people that in a majority of cases school buildings provided by voluntary taxation were, for a considerable period, in advance of the homes of the pupils who attended them.

The pioneer school house, rude and uninviting as it appeared, was, as a rule, more comfortable than the trough-roofed shanty that stood amongst blackened stumps on the concession road, dignified by the name of a clearing. Those old schools were built of logs. An area of 18x26 feet would be considered an average size; the floor of boards, where they could be obtained, and roofed with oak clap-boards or soft elm bark. A roof formed of bark was durable and effective against rain, but in winter afforded little protection from snow. Its walls would be erected by the settlers in one day and were of that character peculiar to all log buildings, a description of which will be found elsewhere. The clat and clay work was done in the most approved style, that is, the finger marks made in applying soft mud to the openings between the logs were all in geometrical lines, indicating that it was designed for educational and not for domestic purposes. There are those in this county who will remember that when they reached school in the winter season, before they could make their way in they may have had to effect an entrance otherwise than by the door, and clear the snow out. Like the shanty, log-school architecture did not change, remaining always the same. It was a low building, whose end elevation (towards that direction where a road would some day be) invariably contained the door. On each side were two windows and at the end farthest from the doorway was erected a chimney. In this part of the room was also a low platform, on which stood the teacher's desk and chair. From this throne he could overlook those mischievous boys sent out to school, and exercise an authority as potent as if he were Emperor of all the Russias. Arrangements in the interior for the convenience of the children were simple, and such as might be expected in a seminary

whose external appearance was not prepossessing. In its side walls holes were bored and wooden pins inserted. Across these pins boards were laid, forming desks, which were occupied by those pupils who were more advanced. In front of these desks were benches made of slabs, supported on pins inserted in auger holes made at each end. Across the building were other benches placed parallel. The pins supporting the front rows were short, forming low seats for small scholars. Each row was supplied with longer pins than that in front, thus elevating the seats one above another as they extended backward. Along its walls were hung a few cards with large alphabetical letters and a lonely map or two that seemed to have lost their way in the woods and crawled into this old school for shelter. In a certain section of Blanshard, after a long discussion at an annual meeting, there was obtained from the department in Toronto a globe about the size of a croquet ball, which, opening in the centre, displayed the eastern and western hemispheres. This addition to their school apparatus was considered a marvellous acquisition, placing that school in the front rank of our educational system in that township. There was no well except a hole dug in the woods ; there were no closets ; there was no school yard, or rather the whole section may have been said to be a school yard, since it all formed a portion of that illimitable forest.

During summer the boys made sad havoc with those geometrical lines in the clay which filled the spaces between the logs, in order to improve ventilation with the least amount of scientific application. This mode of securing fresh breezes (in the warm period), laden with the aroma of the cedar swamp, had its disadvantages in winter. What if trustees did visit the premises in late autumn with a supply of glass and putty ; with spade and shovel to bank up the bottom logs ! What if they did laboriously close up those apertures which the boys had with all due diligence opened in summer and would with all due diligence open again when next summer came round ! It was usually late in the fall, and the work was imperfectly done. In winter, when a cold, biting frost had made strange fretwork on stream and window

pane, with a temperature far below zero, the children had a practical illustration of this fact, that what may be a great good under certain conditions may be a great evil under others. That ventilation which had been so desirable a few months previous was now insufferable. Shivering children would then gather around a great box stove, which stood near one end of the room, plied with wood until it was red hot in every part. With hands and feet outstretched towards its glowing sides they vainly endeavored to find warmth and comfort, which a chill wind whistling in between logs and at the sagged windows rendered impossible.

When such were the conditions under which children of our old pioneers received their mental training, these circumstances in connection with their teacher were uncomfortable indeed. He had one advantage, however, in his profession ; he had variety in his home life. If variety is the spice of life, then the lives of those old teachers must indeed have been spicy. In other words he boarded round amongst the settlers, his period of location with any one family being in proportion to the number of its pupils attending school.

The aspirations of these old schoolmasters were of a different character to those who occupy such responsible positions in our schools of to-day. While young men and women in this profession now make it a stepping-stone to other positions (not to higher), the old teacher remained in it until those whom he had trained came forward with more energy and pushed him aside. Although the standard of qualification was not so high in those days as it is now, many of the pioneer schoolmasters were men of culture and well grounded attainments. Not infrequently well educated and of good family in the old land, they came to this country, as many like them did, without any of those qualities which alone could give them success in a new settlement. Prospects of being able to obtain a living when everything seemed against them prompted them to seize with avidity an opportunity of humble independence in the teaching profession. It was better to be the recipient of a small stipend and board around, even when the *cuisine* was composed of beechnut pork and potatoes, than not to

board at all. Old teachers in this country, fifty or sixty years ago, were largely of this class, and took up the ferule with profit to themselves and certainly with advantage to the people. Subsequent to 1850 their condition was improved, in that they had regular boarding places and were paid a stated annual salary.

The standard of their certificates, however, remained about the same until 1865. A new regulation was introduced at that period recalling all the old certificates. Since the introduction of Dr. Ryerson's system, education had made considerable progress both in Canada and the United States. During that period, therefore, several of those more advanced ideas from across the border had naturally crept into Canada, and were fast being incorporated into our own system. It was necessary for a maintenance of efficiency in our schools that all new masters should be able to teach on more progressive principles. Examinations were, therefore held, demanding a different standard of attainment from those formerly required. This had the effect of removing from the profession a large number of the old men, and enhancing the remuneration of those who were able to remain.

For a number of years after this weeding out process, a scarcity of teachers rapidly enhanced the remuneration paid for their services. In Blanshard as high as \$600 per annum was paid to competent men. This order of things continued until 1885, when the highest point may be said to have been reached. Since that time salaries have been steadily decreasing until a year or two ago, when a change took place. At present the compensation paid to an average teacher is \$376 for males and \$280 for females.

Since 1865 a higher standard of certificate has been imposed from time to time—not, perhaps, for the purpose of securing better teachers, since a high class certificate does not necessarily imply greater adaptability for teaching, but with a hope of relieving to some extent the crowded condition of that profession. This policy of the department appears so far to be ineffective. Its only perceptible result has been a closer application by the student, in order that he might overcome the greater obstacle in his way. So the wheel moves on year after year,



turning out in undiminished numbers young aspirants for this honorable calling.

It is asserted, and with some degree of truth, I believe, that an increasing number of females graduating from our high schools, all proposing to earn a livelihood as teachers, is largely responsible for a depreciation of salaries. These young aspirants, anxious to take up the work, have adopted the execrable principle that to succeed they must begin by offering their services at lower rates than those they intend to supplant. This plan of securing positions is not a desirable one, for the laborer is always worthy of his hire, and for his time should receive fair and reasonable compensation. It establishes a bad precedent as well. According to this system an aspirant, who has been successful in obtaining a situation, will be likely to lose it in the same way at next term by a younger applicant. Be this as it may, it is a question now for our people to consider whether sufficient remuneration is paid to induce efficient service from those already engaged. Will it induce capable young men and women to enter the profession, or will it retain those already entered? If not, then let those who have the education of the rising generation in charge see to it that a great and irreparable injury is not done to those whom nature has made dependent upon us, and who cannot in any way help themselves.

Whatever may be our ideas regarding compensation paid or work done by the teachers of this county, or, indeed, of Canada, there can be only one opinion of that high moral tone which pervades the whole profession, from its humblest member to those who sit in its high places. Among thousands of teachers in this country, the greater number of whom are passing through a period of their lives that is considered the most reckless, a case of grossness or improper conduct is rarely known. That these young people, drawn from all classes of the community, should preserve so high a standard of morality is most honorable to themselves, and their influence for good must have a decided effect in the schools over which they have been called upon to preside.

Notwithstanding every effort made by old settlers to provide school buildings and apparatus for a proper education of the



children, a report of the superintendent of schools for 1849 is somewhat pathetic and doleful in its description of the condition of things prevailing at that period in Huron, Perth and Bruce. In this report Mr. Fletcher says : "To attempt to teach geography without proper maps requires only to be named to men of intelligence to be pronounced an impossibility, and yet I do not know that there is a complete set of large school maps in any common school in the United Counties, and this is but a specimen of the destitution of which I speak. In many cases there is not even tolerable furniture for writing ; and when these evils are joined with the low standard of qualification of the great majority of the teachers employed, it must be obvious that the instruction given to our youth is of a very inferior kind. I have no hope that proper apparatus will be speedily procured, unless a small rate be laid on school sections for that purpose, and we cannot obtain a better class of teachers until better remuneration draws men of education into the field, and the *dread of being paid in district debentures be removed.*"

"My chief difficulty has been with the school fund. The balance of £58, 13s., 2d. of the assessment of 1848 is still due by the treasurer, and consequently with the exception of £13, 11s., 2½d., which I have advanced out of my own private means, that balance is still due the teachers for that year."

"At the last meeting of the district council it was also decided that should the Canada Company pay their portion of school money in debentures, the treasurer be instructed to pay it to the superintendent in cash, as the teachers had suffered so much already from their payments having been made in debentures. In conformity with this decision I called on the treasurer for the money, who stated the amount of the wild land tax, but said he had not the cash wherewith to comply with the decision of the council. In this case I also applied to the warden, and I am constrained to solicit your best exertions to procure the cash."

"The Government grant for the year 1848 amounted to £422, 11s., 5d., but it was paid in debentures, the Bank of Upper Canada charging ½ per cent. discount. The whole of this part

of the fund has been paid except the sum of £5, 10s., 7d., apportioned to school section No. 2, South Easthope; the teacher of that section being an alien could not receive Government money."

"Respectfully but earnestly requesting the council to use their best exertions to put me in possession without delay of the above mentioned sums, that the teachers may be paid their salaries so long due and in the only form that can supply their wants. I have the honor to be, etc."

In an auditors' report for the United Counties for 1844, 1845 and 1846, a balance was left in the hands of the superintendent amounting to £19, 16s., 9d.

According to the detailed statement of 1847, the teachers in what is now the County of Perth had received the following payments:—James Sheldan, Ellice, £3, 5s.; James Izard, South Easthope, £12, 10s.; P. McLellan, North Easthope, £6, 12s.; James Trow, £6, 12s.; A. Amoss, £6, 12s.; A. Amoss, £5, 10s.; Gordon Meighan, Blanshard, £5, 11s., 3¾d.; James Sheldan, Blanshard, £2, 16s.; W. F. McCullough, Stratford, £17, 3s., 3d.; H. Hamilton, Downie, £12, 7s., 7d.; R. Henley, Downie, £6, 9s., 9d. This account is certified to by George Fraser and T. B. Woodliff, auditors, and dated Feb'y 5, 1848. The total sum received by the superintendent for 1847 was £1,119, 14s., 3½d., of which amount £307, 9s., 4¾d., was provincial grant, and £777, 5s., 6d., grant from the district, the balance coming from other sources. I believe this is the earliest statement to be found regarding our schools, the records covering a period extending from February, 1842, to February, 1848, being lost, as stated elsewhere. At the latter meeting of the council a large number of new sections were formed in the southern part of the United Counties. I have been unable to discover any data which would indicate the remuneration paid teachers for their services. The salary of the superintendent, I find, was fixed by by-law, passed on the 11th day of February, 1848, at £100 currency per annum.

In no department is the progress of this county more distinctly marked than in educational improvement. If the condition of our

teachers is not all that could be desired, they are certainly far removed from those circumstances set forth in the quotation we have made from Mr. Fletcher's report. From that period when Mr. Daly and his associates in Goderich formed the first sections in North and South Easthope in 1842, up to 1871 a great change has taken place. In the latter year, according to the first report of Mr. William Alexander, school inspector for this county, the number of sections in Perth was 101, while the total amount expended for schools was \$42,823. Of this amount the teachers received \$30,619, the balance being for buildings and appliances. The average annual stipend paid to male teachers was \$331, and for female teachers \$243. The total number of children attending school was 11,479. This result would certainly be gratifying if it were not that in this county at that time 1,012 children of school age did not attend school at all. The highest average salary paid to a male teacher was in Fullarton, where it amounted to \$374 per annum, while the highest paid to females was in Ellice, \$272 per annum. The number of brick school buildings was 21, of which 7 were in Blanshard. Buildings of stone were 7, of which 3 were in Downie. Frame buildings numbered 46, of which Mornington had 7; log buildings 27, Elma and Wallace having 6 each. We note also that in 1871 this county had 85 Sabbath schools, with 4,181 scholars and 486 teachers. The report issued by Mr. William Irwin in 1901 shows marvellous changes to have taken place, particularly in our school population. From his statement of that year it appears that our total number of schools has increased to 111 and expenditure to \$69,157, of which sum the teachers received \$38,622, the balance being expended on buildings and appliances, excepting such small amounts on hand as were retained by trustees. Male teachers are now in a minority, numbering 57, with 62 females. The highest salary is paid in Fullarton, amounting to \$500 per annum. The average salary paid to males is \$376, and for females \$280 per annum, without board. Since the old days there is a marked improvement in school buildings. The log school house is now seen no more. In our several municipalities there are reported 77 brick

buildings, 10 of which are in Blanshard and an equal number in Logan. Of stone there are 5, 3 of which are in Blanshard. Frame and concrete 29, Mornington and North Easthope having 5 each. The greatest change, however, occurs in school population. While it is pleasing to note that the number not attending any school has fallen from 1,012 in 1871 to 18 in 1901, it is a marvellous circumstance that children of school age in this county, notwithstanding an increase in population during that period, has decreased from 11,497 to 6,618. Whatever may be the cause of this state of affairs, the most ordinary observer will deplore this fact, that while our advanced education and higher civilization have been productive of great good in raising our people to a higher plane, surely it has not been an unmixed good. It appears to have set human nature at defiance in a decreased birth-rate. This condition of affairs will destroy home life, in which lies the safety of the state. It will destroy the fine affections and sympathies of our nature in bringing about an absence of those objects which are constantly appealing to them. This is a grave social matter, which neither religion nor moral philosophy will ever be able to solve, I fear.

We believe that in a progressive county, such as Perth, these changes will be constantly operating until our system of school sections becomes superseded by one graded school in each municipality. The advantages arising from this plan would be very great. Economically it would place on an equitable basis all taxation, and make those privileges which ought to, but do not, exist, nor cannot exist, under our present method, equal to all. Our existing school law, excellent as it is in several of its details, has outlived many conditions its promoters designed it should serve. There is no other law on the statute book of Ontario, held to be an epitome of equal rights, in which there is less equality than in the School Act. That principle exists in theory only, not in practice.

When one pupil has to walk two miles to receive exactly the same mental training that another pupil receives by walking a few yards, there is certainly no equality. A pupil near a school may



attend every day ; the pupil at a distance pays for a privilege that climatic conditions prevent him from making available. There are, perhaps, no two sections in this county contributing the same amount in support of this privilege, which should be equal to all. No ratepayer has a right to pay a higher tax than another ratepayer, where both properties are equally rated in assessment. At present scarcely any two pay alike, even if rated the same. The Legislature has recognized this anomalous condition, and enacted an amendment to the School Act, enabling an equitable rate to be levied in rural municipalities for school purposes, which to a limited extent rectifies the evil. In a section where a small village may have sprung up, the charges on farm lands in support of a school are often oppressive.

Our present system must be held responsible, to a great extent, for that continuous exodus of farm boys from agricultural life. While we have no sympathy with the doleful whine constantly emanating from many well-intentioned and decent people on this question of boys leaving the farm, yet a system of education calculated to retain young, energetic boys and girls on our concession lines would be an advantage. As it is at present, they pass on from the country schools into the high schools in town. Now, the family circle is broken. Home influence may linger in their hearts for a time, but new scenes, new companions, new friendships grow up like weeds around them, choking out recollections of home on the old farm. "Old Bob," on whom they rode after the cows in the morning, is forgotten, or remembered only shamefacedly as a passing thought. The old dog, too, is careless of his record at the wood-chuck's hole, and lies in a dwame of sleep on the verandah. The boys are away to the high school, and he is dowie without his companions. Their environment, their associates, their aspirations are suddenly changed. Their financial support is still drawn from the old farm, and they have the advantages peculiar to centres of population. The light of their young life beams on them ; they are too young to know of its shadows. Town seems to their innocent minds to be the ideal place in this world, and that quiet spot in the country suffers by comparison.



In all too many instances, when a boy has worn shining shoes on a granolithic sidewalk, his neck ornamented with a high collar and a low tie, his hands in kid gloves, and his hair banded *a la mode*, whatever may be his success at a high school, the chances are he will return to the old farm no more.

A graded school in each township would largely, if not entirely, overcome these difficulties. Boys and girls attending a graded school, which, of course, would take the place of a high school in teaching the higher branches, would remain in their own homes under home influence. While they could meet with a large number of other boys and girls from every corner of the municipality, the tendency in all communications would be, not to decry farm life, but rather to foster a desire for it. Where a pupil developed an inclination or an adaptability for other pursuits than agriculture, he could leave his township school for the university. The tendency would be, however, for him to engage in farm life, as being the most independent, if not the most exciting, vocation. The best staff of teachers obtainable would be brought into requisition. Their remuneration would be such as to retain them in the profession. One building would suffice in place of many. Taxation for education would be equal for all. The privileges of all would be equal. The pupil who was distant from a school, being taken there in a comfortable conveyance, could not suffer. Impudence or gross conduct, profanity or other small vices, of which boys are sometimes guilty in going to and from school, could not occur. A small farm could be managed in connection with such an institution, with an observation plot and an experimental station, in each municipality, which would be of enormous benefit, not only to the pupils, but to the farmers themselves. A great saving would be made to many of the farming community who send their children to high school, preparatory to their entering the university. These are only a few advantages underlying this new system. The whole subject is one well worthy our most searching investigation and the earnest consideration of educationists in this country. The time appears close at hand when these changes

will be a factor in the social lives of our people. We feel, too, that a system of radial electric railways, of which we have already spoken in another part of this work, will largely affect the educational system in rural districts, and by affording easy and cheap transportation, will solve this great problem at an early day. Whatever may be the result, it behooves Canada to be on the alert ; her educationists must keep fully abreast of the times if this country is ever to be what we hope it will be, and what we believe nature has designed it should be,—a living force in the march of progress among the nations.

## CHAPTER VI.

### ROADS.

Under ordinary conditions the highways of a municipality afford distinctive evidence as to the progressive or unprogressive methods of its people. As a man's garments indicate his character to some extent, as the appearance of a farm is the reflex of the thrift and intelligence of its owner, so are roads in every section of country an infallible indication of that skill and industry put forward by those concerned in their construction. In a settlement where people are idle and unambitious, its highways afford abundant evidence of that fact. On the other hand, where settlers are determined to succeed, facilities for transportation occupy their attention as a means of enhancing their profits, the outcome of which is soon discoverable in the improvement of roads.

In the history of every municipality there has been a period when good roads were practically impossible under the conditions obtaining in all new countries. Such was the case in Perth County sixty years ago, and for many years subsequent improvement was a difficult task, and could only be overcome by constant perseverance and severe toil. The first attempt at road making during old pioneer days was in opening the Huron road, extending from Wilmot to Lake Huron. This highway, surveyed in 1829, was considered a great achievement.

It was not till 1832, notwithstanding Mr. Galt's efforts, that this road could be considered passable even under favorable conditions, as far west as Stratford. In the winter of 1831 contracts had been given to several parties for constructing bridges and laying crossways in the great swamps through which it passed.

These crossways east of Little Lakes were made by two brothers, named Cody. West of Little Lakes as far as the Avon in Stratford, the work was done by a person named Bronson. Cody brothers were paid \$1.50 per rod for their work, and accepted land in payment at \$1.50 per acre. Thus every road of corduroy in that section cost the Canada Company one acre of land. Whatever may be said as to the value of land, \$1.50 obtained for constructing a rod of crossway was small remuneration indeed. West of the River Avon, as far as Seebach's hill, this road was cleared by a person named Hull. From Seebach's westward to Mitchell a German named Overholt was contractor. A good story is told of this gentleman and Col. VanEgmond, who had the contracts for the whole work. It appears a difference of opinion existed between them as to their agreement, Mr. Overholt demanding a larger amount for his labor than VanEgmond was willing to pay. After vigorous expostulations on both sides, Overholt threatened an appeal to the law. "Law," replied his opponent, "there is no law here." "Dot vas shust righdt," responded the other, "if dere vas no law, dere vas no condemnashuns," and he proceeded to demonstrate in a practical way the feasibility of this new doctrine. Whatever may have been the rank or standing of this old soldier of the empire, he soon found it better to call a truce than expose himself to summary jurisdiction by an irate Dutchman in the forests of Canada.

Subsequent to the survey of this road and a range of lots fronting it on both sides, a further survey was made of the Gore of Downie in 1832. Passing through this section is the Embro road, at that period second in importance in Perth County. For a description of this leading thoroughfare we refer our readers to a report of Mr. Monteith, an overseer of highways in 1842. Upon completion of the survey of Downie in 1835 and 1839, this road was extended through Blanshard to a point where a few years later sprung up the village of Little Falls, now St. Marys. Rapid progress was subsequently made by this new trade centre, creating a heavy traffic over this highway, and it soon became one of the most important in the county. The Mitchell road, extending

through Blanshard to Mitchell, was not opened till 1844, and the Thames road a year later. The northern gravel road, extending from Stratford through Gadshill to Topping in Mornington, the Logan road, the centre road in Hibbert, the Mitchell road to Russeldale, the road extending from Shakespeare to Hampstead, were opened through priority of settlement rather than from any plan adopted by the Canada Company or municipal authorities.

The system adopted in pioneer days for opening and making highways was undoubtedly the best that could have been put in practice under the circumstances. To have built such roads even as then existed, by taxes levied, would have been impossible, or at least would have made progress extremely slow. There was no money in circulation to pay taxes, and the only medium current in interchanging commodities was energy and muscle. These qualities were at once laid under tribute and made available for tax-paying purposes, thus discharging a levy which could not have been met in any other way. This is the underlying principle of statute labor. It afforded a settler the opportunity of discharging an important obligation by work, which would have been impossible for him to do from his purse. To that part of pioneer belongings, the old adage was most appropriate: "*Ex nihil, nihil fit.*" "Out of nothing, nothing comes."

The plan of forming road divisions or beats adopted by district councils subsequent to 1841 and modified, changed or extended by municipalities under authority of the Act of 1850, was at its inception a great success, serving a useful purpose in its adaptability to conditions. The power vested in an overseer of highways, passing from one ratepayer to another in turn, added dignity as a natural sequence of authority, which was always appreciated, if sometimes abused. There was but little room for a divergence in opinions regarding such work as could be done in a new country. A track was blazed by the surveyor where the roadbed had to be, and, unless insurmountable difficulties barred its way, on this line the highway was constructed. Roadmaking was begun by chopping and clearing the allowance marked for road purposes, making crossways through swamps, and building log bridges over



streams. This work required little skill and no scientific knowledge. An overseer, or pathmaster, called out his men once in each year to pay their tax in labor, which consisted in simply chopping and logging a roadbed. Making crossways was a laborious part of the system, and even when construction was performed in the best possible manner it scarcely rendered passable mudholes nearly impassable before. There was this difference, however, that while a backwoodsman was in danger of losing himself and oxen in an unknown depth of mud, he incurred a risk of less degree on the crossway in destroying only his sled and breaking his limbs and the limbs of his oxen. Corduroy roads were peculiar to backwoods life, and, by a merciful intervention of fate, to nothing else. In their construction, logs from ten to fourteen inches in diameter were cut into lengths of eighteen feet, hauled into the roadbed by oxen, and laid close together parallel to each other across the roadway. A work of this kind was necessary in swamps only, which in early days were much more frequent, and of greater magnitude than could be realized by an observer of to-day. When the greatest care had been observed in placing these timbers as close together as possible, the interstices between them would be of such a character as to render dangerous any means of locomotion except to travellers on foot. After a year or two had passed away earth from the sides was thrown up as a covering, but soil from a swamp consisting of vegetable matter did but little to improve this wretched crossway.

During eight or ten years subsequent to clearing a road allowance, no progress could be made and construction may be said to have been at a standstill. Great stumps yet remained, obstructing all efforts at improvement. These old relics of the forest seemed to defy time and tide, still holding the spot where they had stood mayhap for hundreds of years. A single narrow pathway for sled or ox-cart threaded its course here and there amongst logs, stumps, over great roots and knolls down into mudholes, over which a pair of oxen crept at a snail's pace, with a few bags of wheat to mill, or a trough full of black salts to trade at some grocery for such necessities as would keep the wolf from the

shanty door. During autumn and in spring roads were impassable. Through this eternal mud, along an intricate passageway, amidst obstructions which defied almost every attempt at progress, the patient, overtaxed oxen slowly crawled on their weary way. At their heads trudged another ox, bending beneath his burden of unremitting toil. There was only this distinction between the biped and the quadruped he drove, he who stood erect had hope, the oxen none. So men are pleased to say. Such were the roads in pioneer days.

It was not, therefore, till after the stumps had decayed, and they could be removed, that implements for grading were brought into requisition. This introduction of grading appliances also introduced differences of opinion amongst overseers regarding proper methods of road construction, which has been a source of contention ever since. A want of regular system in roadmaking has been productive of great waste of labor, retarding operations by more effective methods, which might have been introduced by those whose knowledge was in advance of the ordinary settler. In looking back over his work during sixty years it is scarcely fair to the old pathmaster to say, if this is all you have accomplished your labor must have been largely wasted. It would be equally fair to say you have been purchasing implements for your farm for a half century, still you have accumulated no more than is actually necessary, therefore your money has been wasted. There was a great good in the old system that cleared roadbeds, made crossways, built bridges, graded and gravelled roads without any scientific knowledge or particular skill. In this work of the old pathmaster, inexperienced as he was, we are not surprised that he did not do more, but rather that he has done so well. There, doubtless, has been a waste of labor for want of a uniform system, but not to the extent some would wish us to believe.

During a period extending onward from our first settlement for eight or ten years there was no waste of labor. Time was lost to some extent, perhaps, from this fact that beyond clearing a roadway no improving could be done. About 1865 a system of

gravelling by statute labor was introduced, since which there has not been a great waste, under these old plans, although far from being satisfactory. In the interregnum between the removal of stumps and completion of grading, the greatest waste of labor occurs. Opinions of pathmasters regarding construction operations were frequently far apart, much of the work done being of a temporary character. Culverts and bridges constructed with timber require frequent attention, and a new method was introduced with each new roadmaster. One overseer considers a roadway should extend from fence to fence, a distance of over sixty feet; every man in his division is set to work with ploughs and scrapers and a piece of road is graded wide enough for an esplanade. His successor next season has entirely different views, and very properly, as he thinks, sets to work and destroys all that his predecessor had done, constructing a road well crowned in the centre, of perhaps eighteen feet in width. A third overseer comes into office who considers the former pathmaster made the road too high and too narrow, and he accordingly substitutes his own plan, destroying very effectively all that had been accomplished during two years previous. Thus time moved on without much apparent improvement. Proper methods of drainage were not considered of sufficient importance to demand much attention. Culverts were all made of logs, and were a constant source of annoyance to the councils. A small bridge constructed in summer, of timber, frequently did not survive a winter's frost or a spring flood. When the freshet had passed away this piece of amateur work would very likely be lying in a heap, preventing public traffic, and effectively choking the stream it was intended to convey. Wherever stone could be obtained results were about the same. In constructing stone culverts and bridges of moderate width, recourse was had to a dry stone wall. This was economical, but not less a failure, the whole structure, a short time subsequent to its construction, frequently falling a complete wreck.

In 1854 a system of gravel roads was introduced by the county council, on which large sums of money were from time to time expended. On these roads toll-gates were erected, where certain

rates were exacted for keeping them in repair and reimbursing the council for its original outlay. The advantage arising from these roads soon became apparent to the settlers, who, as soon as circumstances would permit, adopted the plan of gravelling all township roads by statute labor. The result of this movement eventuated in all roads being in equally as good condition as toll roads, which soon suffered a serious diminution of traffic.

While these progressive measures were being carried out the inadaptability of statute labor became apparent in another direction, leading to inconvenience as well as waste of time and money. Nature in her operations had not made deposits of road material exactly where they should have been made in order to facilitate road construction on economical lines. Indeed, she had been somewhat capricious in this department, storing her gifts in ridges and pockets frequently far apart. In those divisions, therefore, which were fortunate in having abundance of gravel easy of access, improvement in roads was rapid. In other sections, where they were far from these conveniences, improvement was languid and slow. Close proximity to a gravel pit led to heaping on of that material year after year, irrespective of traffic demands, until the roadbed was raised so high and narrow, that teams could only pass with difficulty and not without some danger. On the other hand, those divisions which were not contiguous to a gravel pit were in bad condition, otherwise their statute labor had to be largely supplemented by special grants from township funds in order to ensure their maintenance in reasonable repair. In the first case money and the roadway were both wasted, and in the second case funds granted to supplement statute labor were virtually thrown away, whereas by a proper distribution of the whole work it would have been found ample for all.

But apart from these incongruities arising out of this statute labor system, the principle by which it was applied, and those methods adopted by municipal councils generally in arranging a scale of assessment applicable to every ratepayer, were (without prejudice to the honesty and integrity of township officials) unjust, unfair and contrary to those principles which underly municipal



law. The very essence of that law in matters of taxation and representation is equality. It is an embodiment of democratic ideals reduced to practice and in a form which enters into our every day life. Wherever municipal legislation touches matters of taxation, it contemplates a uniform tax on property direct. There is no provision made for municipalities obtaining revenue by excise or inland revenue duties to any appreciable extent. Where authority is given to raise funds otherwise than by a direct levy on property, it will be found that such power is given to protect real estate already contributing to the municipal treasury.

Such a scale of statute labor tax as that adopted by nearly all municipalities, set these important principles at defiance, and was certainly in contravention of all essential ideals of equality. It certainly discriminated between large and small property owners in a manner detrimental to those having small holdings, who were likely least able to protect themselves. Every day's work was held to be equal to one dollar. Any scale of statute labor, therefore, which imposed three days, or their equivalent (\$3.00), on a ratepayer assessed at \$1,200, and nine days, or \$9.00, on another ratepayer whose assessment amounted to \$10,000 was clearly unjust. While these figures may not be exactly those adopted as a scale for statute labor, they are quite near enough those existing in many municipalities to illustrate the principle on which this tax was imposed. A great wrong certainly exists here, a wrong altogether indefensible, except on the score of expediency (a dangerous principle in legislation), but it is not the only bad feature of the system. A line of demarcation in ascending from one day's work to another had to be drawn at some fixed amount of taxation, which in itself was a great hardship. Those property holders assessed to say \$1,200 had three days' labor. A neighbor on an adjoining lot, assessed at \$1,205, was liable to four days, the line fixing the number of days being drawn at the former amount, and an increment of five dollars above entailing an additional day, and so on throughout. It will be noted, therefore, from these figures that an arrangement of this kind made the assessor arbiter of a considerable portion of municipal taxation.



By raising a ratepayer's assessment in so small a sum as five dollars, near the line of differentia fixed by by-law, he could add to or diminish his taxation one dollar per annum. By this means, it is apparent, he could affect the taxation of a municipality to a great degree, a power neither the Assessment nor Municipal Act ever intended he should control.

These inconsistencies and unfair conditions in working the statute labor system of taxation were quite apparent to municipal councils for a number of years before any one was bold enough to suggest a more equitable plan. Discussions at township nominations had been kept up with animation and spirit in many municipalities without any solution of the difficulty, and while numbers objected, none appeared able to point out or formulate a better plan. Those aspirants to a seat at the board, who had advocated certain measures to supersede that already in operation while not in power, if they were elected, became at once reticent and temporizing in their conduct. Their plans, like Bob Acres' courage, oozed out at their finger ends, when the mantle of responsibility was laid on their shoulders.

It was not, therefore, till the Government appointed what is now known as a "Good Roads Commissioner of Highways," in the person of Mr. A. W. Campbell, that those arguments affecting statute labor began to take form and effect. Repeated admonitions from this officer seemed to be like the vertebræ in an anatomical figure that hold integuments in position until the force of cohesion evolves a new body. Blanshard, in Perth county, was first to move. Although discussions had been held from year to year regarding a change, it came more rapid at last than its most sanguine promoters expected. The council of 1899 were nearly all young men, which to some extent may account for so rapid a realization of this new system. It was a bold stroke, therefore, when at their first meeting they, by a single motion, declared that the abolition of statute labor was a fact, and that in Blanshard the old plan of roadmaking, which had been in force for sixty years, had outlived its usefulness, and was now only a relic of a past age. This motion was no embodiment of a half measure. It declared

and established abolition as a correct principle. Commutation would not have removed the difficulty of unfair taxation, as set down in the scale of statute labor, to which reference has been made. Abolition transferred all expenditure on highways levied as a labor tax into ordinary disbursements, the demands for which would be discharged by a fair and equitable assessment, or rate of taxation levied on all rateable property in the municipality.

This innovation in Blanshard was followed by Downie, which, however, during one year, did not abolish but only commute, thus retaining the old injustice in a new form. Abolition has now been adopted in Downie. Fullarton has also abolished statute labor. Other municipalities in Perth are still on the old plan.

So radical a change, in an old established system, could not be carried out without giving offence to a portion of the electorate, who were affected by its operations. To remove from a tree an old branch which, though displaying evidences of failing vigor, still retains much vitality, cannot be accomplished without disturbing the parent stem, from which it draws its life sap and sustenance of its being. This fact remains, however, that where abolition has been introduced, although it has met with opposition, the great mass of our people are satisfied and would not revert to their old methods.

For constructing roads and bridges in a municipality, councils may adopt one of these methods : First, by statute labor ; second, by commutation ; and third, by abolition, all roads being maintained by the general fund. Regarding the first, as all are sufficiently acquainted with its operation, no explanation is necessary, further than to point out its unfairness. In the Municipal Act a scale is laid down for performance of statute labor, imposing a certain number of days on each ratepayer in proportion to his rateable property. Authority is given by this Act to municipal councils, enabling them to vary this scale, insuring a more perfect adaptability to local conditions. Nearly all councils have availed themselves of this privilege, each authorizing a scale for its own convenience. In Blanshard, as fairly representing this system of

a statute labor tax in a modified form, the subjoined scale will illustrate the injustice of this principle :—

A ratepayer owning 300 acres of land, performed 13 days	
“ “ 200 “ “ “ 10 “	
“ “ 100 “ “ “ 6 “	
“ “ 50 “ “ “ 4 “	
A house and lot worth \$250	“ 2 “

Land value in every case to be \$50 per acre.

By this scale, it is apparent, the burden of taxation falls enormously heavier on a poor man than on his rich neighbor. By commutation at a fixed sum per diem, conditions remain exactly as before. During 1901, in Blanshard, disbursements for maintenance and improvements of roads under abolition amounted to 55 cents for each days' labor applied under the old system. Under commutation, therefore, we obtain the following results :—

300 acres 13 days at 55 cents per diem	\$7.15
200 “ 10 “ 55 “	5.50
100 “ 6 “ 55 “	3.30
50 “ 4 “ 55 “	2.20
House and lot at \$250	1.10

According to this statement, which is the actual experience of commutation, we find a great discrepancy in taxation in favor of the large ratepayer, increasing in proportion as we descend in material wealth until we reach the house and lot, on whose owner rests the greatest burden.

An equitable adjustment of this whole system is found in abolition, and it can exist in no other. By applying this principle, therefore, where all disbursements for roads are taken from a general fund set apart for improvements, an equal rate being levied and collected on all on basis of assessment, we find :—

Amount levied on 300 acres	\$10.50
“ 200 acres	7.00
“ 100 “	3.50
“ 50 “	1.75
House and lot	.40

These figures require no comment, as illustrating the practical

working of abolition methods in contradistinction to statute labor, and cannot fail to impress the reader with its equitable results to all sections of the people.

During the last ten years great improvements have been made in road construction machinery. The place of the old road scraper has been usurped by a more perfect implement, graders being now in use everywhere. This machine, which was moved formerly by horses, is now worked by a traction engine, a very great improvement on teams. It has been found to be more economical, easily manipulated, and will perform much more work in a given time than can be done by horses. In 1901, a grader worked by horses in Blanshard improved fifteen miles of roadway at a cost of \$19.00 per mile. In 1901 the same machine worked by a traction engine improved thirty-five miles of roadway at a cost of \$420.00 or \$12.00 per mile, thus making a saving of \$7.00 per mile, and with better results.

In Blanshard an innovation has been made in the character of material applied for maintenance of the leading highways. Repeated application of gravel has been found quite inadequate in forming a good roadbed, under a constant wearing by heavy traffic. Operating the road grader along the edges of the roadway, thus removing all accumulations of worn out material, is a decided improvement, producing an easy curve to the crown of the roadbed, affording an ample grade for superfluous moisture draining off to the water tables. By applying crushed stone to a road thus prepared, from twelve to fourteen feet wide, and fourteen inches deep in the centre, if somewhat expensive, a durable and economical bed for heavy traffic is formed.

When stone can be obtained this system, although it may fall short of those methods adopted by Macadam, will be found a great improvement on any former system of roadmaking pursued in this county. The cost of a road constructed in this manner has not exceeded in Blanshard \$1,200.00 per mile, including rent of a stone crusher, and has been so satisfactory that its continuance will be carried on by the council until all roads over which pass heavy traffic have been reconstructed on this system. As to



making and keeping in repair highways in rural sections, this method of applying broken stone would be unnecessary. Traffic on these roads is comparatively light, and a moderate quantity of gravel applied annually, with an occasional application of the grader in maintaining a proper descent to the water tables, will be found quite ample in retaining them in a good state of repair.

It may be asserted, however, that progress towards good roads, under any system, will be slow so long as traffic is moved on narrow waggon tires, now almost universally used. Even in sections constructed with broken stone, where drainage is fairly good, a number of heavy waggons passing and re-passing every day, soon cut the best material into parallel lines, thus forming receptacles for retention of water, so injurious to a roadbed. People seem to be very conservative in character regarding transportation facilities, and while marvellous improvements have taken place in agricultural implements and farm methods, the old narrow waggon tire remains the same. To compel all to use wide tires, by by-law, would be difficult. Any principle of coercive legislation, when it touches home life, is always looked on with suspicion, as an interference by a corporate body in what may be considered private matters, and has rather an irritating effect. Blanshard council, to overcome this difficulty, have, with a philosophy worthy of emulation by all municipalities, introduced a plan which will doubtless solve the problem of wide tires easily, cheaply and effectively. In order to change our present system of transportation on narrow tires, they are passing no coercive legislation, but have adopted a more plausible and philanthropic method in bonusing. Every ratepayer who procures a new vehicle to be used in heavy traffic receives from the municipality a premium of, say, \$5.00, and for any alterations made in waggons already in use, a smaller amount. A claim made under this by-law, to be valid, must be based on evidence that the tires on which applicant is entitled to receive a bonus are not less than four inches in width. The concensus of opinion amongst our ratepayers regarding this important movement is strongly in favor of such a change, and its adoption can only be a matter of a few years.



While the introduction of broad tires and the application of broken stone would largely improve our roads, it may be that climatic conditions obtaining in this country would prevent, in some degree, that efficiency ever being attained which is so apparent in Europe. Climatic influences may seem more favourable in Canada because of less rainfall. Still, in the British Islands, where the humidity is much greater than here, it is largely neutralized by a proper system of drainage in the road bed. In this country, where the temperature falls so low in winter, it will be difficult to overcome the deleterious effects of severe frost by any system of road construction. During spring, therefore, on all main roads, over which pass heavy traffic, the roadbed becomes spongy and soft, and under a constant stream of loaded waggons is seriously impaired.

We believe, however, that the improvement of highways will be a matter of less importance in a few years than at present. There is no doubt that Perth County is on the eve of a system of electric roads radiating from business centres over leading highways, which will displace a large amount of traffic being moved under existing conditions. By adopting the electric car in transporting farm produce it will be moved at less cost than at present over our best roads. This in itself would produce a large saving in making and repairing highways, which could be devoted to construction of telephones at convenient distances in rural sections, as well as furnishing electric light to those villages through which such radial roads may pass. By thus supplying a comfortable and commodious means of travel in rural districts at cheap rates, it would promote a desire amongst our people to avail themselves of such conveniences, thus destroying to a great extent the isolation of farm life. This would again improve the farmer's social condition by bringing him into closer contact with those with whom it might be to his advantage to associate, thus broadening his views, extending his means of pleasure, by a promotion of those thoughts and amenities which make for the advancement and amelioration of the race.

In this county are men and women still living and still vigorous

who followed the blaze into the trackless forest, and who may in the near future roll along that same forest path in a luxuriously appointed electric car, surrounded by all that can make life enjoyable.

Ah ! Glorious ending to pioneer days ! Ah ! Marvellous progress ; inconceivable in so short a period of time.

## CHAPTER VII.

### JUDICIARY.

Mr. Read Burritt, who practiced law in Prescott, and for two Parliaments had been a member thereof, was appointed the first County Court Judge of the County of Perth. He took the oath of office as Judge of the County Court on the 24th day of January, 1853, before the late John J. E. Linton, then Clerk of the Peace.

Mr. Charles Robinson had been about the same time appointed County Judge of the then new County of Lambton. These gentlemen exchanged places, and Mr. Robinson was on the 17th day of October, 1853, sworn in as Judge of the County Court of the County of Perth, and Mr. Burritt became Judge of the County of Lambton.

Mr. Robinson tired of Stratford, and induced his brother judge to re-exchange and be as they were. Mr. Robinson continued as Judge of the County of Lambton until his retirement at a very advanced age about five years ago, and is now dead. In after years, when asked the reason for his returning to Sarnia Judge Robinson was wont (although a very temperate man), to tell at his own expense, that when he would be taking his toddy at night, or a night cap, when living in Stratford, he was disturbed by the frogs in the pond and in the surrounding neighborhood ; that he concluded he could not stand what seemed to him to be the whole brute creation singing : "The Jooge is tronk !" "The Jooge is tronk !" "The Jooge is tronk !" ("The Judge is drunk !" "The Judge is drunk !" "The Judge is drunk !")

Mr. Burritt, on the 16th April, 1855, took the oath of office again as Judge of the County Court of the County of Perth, and





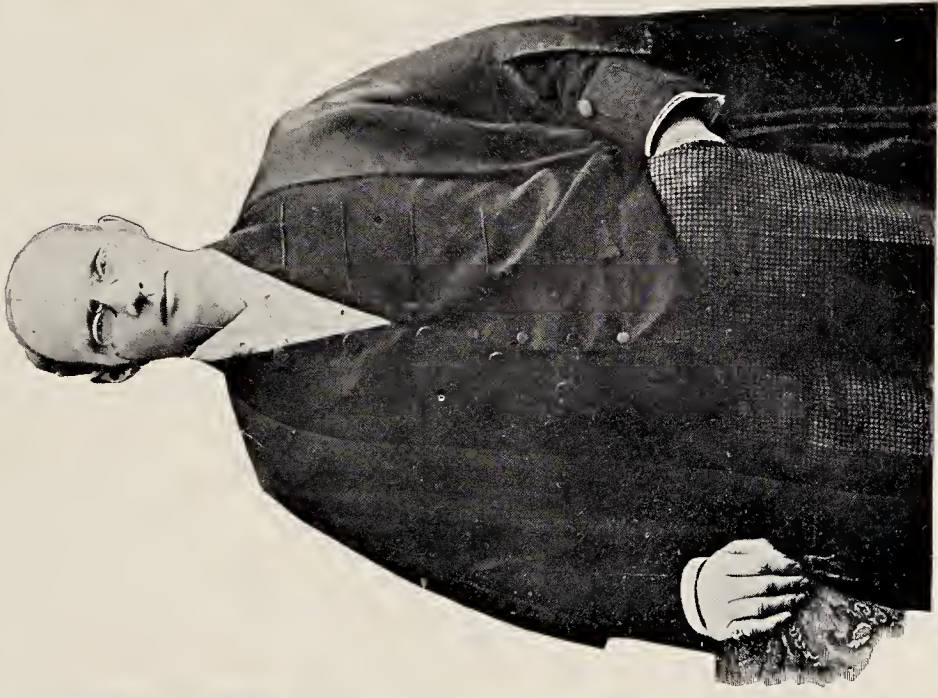
J. P. Woods, Ret. Co. Judge.



John Idington, K. C.,  
County Crown Attorney.



John Hossie, Sheriff.



J. A. Barron, County Judge.

COUNTY COURT OFFICIALS.



W. C. Moserip, Registrar H. C. J.





several Division Courts and Surrogate Court of the County, and held these offices until his death in the midsummer of 1864. He was succeeded by the late Mr. Daniel Home Lizars, who long practiced in the County, and was then County Crown Attorney. Mr. Lizars took the oath of office as Judge of the County Court and several Division Courts and Surrogate Court of the County of Perth, on the 30th August, 1864, and continued such until his resignation, shortly before the appointment of Mr. James Peter Woods, Q. C., who was sworn in as Judge on the 2nd November, 1886. He in turn resigned, and was succeeded on the 3rd January, 1898, by Mr. John Augustus Barron, Q.C., present County Judge, who took the oath of office on the 11th January, 1898.

It has become necessary in the history of the County only on three occasions to have a Deputy Judge appointed. The first of such appointments was that of the late Mr. Egerton Fiske Ryerson, on the 21st April, 1864; then the late Robert Smith, Q.C., on the 11th June, 1884, and that of Mr. George Gordon McPherson, Q.C., on the 20th day of February, 1900.

It never fell to the lot of any one of these gentlemen to discharge for any length of time the duties of the office. The appointments were merely temporary during the illness or absence of the respective Judges for the County at the time.

The General Sessions of the Peace were first opened on the 5th of April, 1853, at Stratford, before Read Burritt, Esquire, Judge of the County Court of the said County of Perth, Robert Henry, Alexander Grant, James Rankin, Alexander Mitchell and Sebastian Fryfogle, Justices of the Peace.

The first Commission of the Peace for the County of Perth bears date the 31st day of December, 1852, and, following the ancient practice, named the High Court Judges, members of the Executive Council and the Legislative Council, along with other prominent residents in the County, as Justices of the Peace. These others were: Read Burritt, Esquire, Judge of our County Court of our County of Perth, John C. W. Daly, Andrew Helmer, Peter Kastner, William F. McCulloch, Daniel McPherson, John

Sparling, John Sebring, George Wood, John Stewart, Thomas Brown, Alexander Grant, James Rankin, Alexander Hamilton, Peter Crerar, John McIntyre, Adam Seegmiller, John Sharman, Thomas Daly, Alexander F. Mickle, John Thompson, Thomas Christie, Alexander Mitchell, John Zinkan, Alexander Fisher, John Curtis, Sebastian Fryfogle, William Cossey, Peter Woods, Matthew Nelson, Alexander Barrington Orr, Andrew Monteith, Jacob Weaver, Alexander Gourlay, Robert Henry, Robert Ballantyne, James Hill, James Brown, Robert Porteous, Andrew Morgan, Peter McCann, Robert Donkin, Donald Cameron, James K. Clendinning, Edward Long, William Moscrip, William Barron and John Fitzgerald, Esquires.

This first Court was opened by reading this commission, and also the proclamation setting apart the County of Perth by disuniting it from the United Counties of Huron, Perth and Bruce, and constituting it an independent County. The proclamation was also dated the 31st December, 1852. It was made in pursuance of 12 Victoria, chap. 78, and another Act passed the same year, chap. 96, which recited that the population of the County of Perth exceeded 12,000, and from its geographical position it was expedient that provision be made for its separation from said union without waiting till its population should be such as required by the 10th section of such mentioned Act.

At this sitting of the Court the late John J. E. Linton, first Clerk of the Peace, acted as Clerk. The late John A. McCarthy, long Chief Constable of Stratford, was appointed Crier of the Court, an office he held until his death.

Robert Kay, afterwards Gaoler, was also appointed to be High Constable. There were fifty-one constables appointed.

Municipal institutions and government inspection at this early date had not so far developed as to deprive the Quarter Sessions of the Peace of some of their ancient powers and functions that now have ceased to exist. Hence we find entries like the following in the records of that Court.

The Gaoler's salary was fixed at £80 per annum, to be paid quarterly, and it was resolved "that it be his duty also for this

salary to do the washing for the prisoners (not debtors), and the scrubbing of the gaol."

The late Dr. Hyde was appointed Gaol Surgeon, at £12, 10s. per annum, including for attendance and medicine.

On the 6th January, 1854, it was ordered by the Magistrates: "The Magistrates consider that owing to the rise in provisions the cost of allowance to the prisoners for board be increased, and they ordered that the sum of £0, 7s., 6d. per week be allowed as board for each prisoner till next session."

Special Sessions were held from time to time for the examination of lunatics, and on one occasion after the prisoner had been in gaol for four months, the Special Session terminated by this: "The Magistrates looked at some of the Acts relating to lunatics, and they separated without giving any orders." A postscript states that J. C. W. Daly afterwards came and went with other Magistrates to the gaol, and that the Sheriff afterwards said he had been directed to discharge the prisoner.

A Special Session of the Magistrates was held at the Clerk of the Peace office on the 15th September, 1854, to consider the escape of Lorenzo Talbot from gaol, and Gaoler John McColl was censured for his conduct in the premises.

The escaped prisoner referred to above seems to have been recaptured, and an order for £20 was given to Leonard Blackburn of Chatham, as a reward therefor.

*Division Courts* :—At the sittings on the 6th April, 1853, His Worship, the Chairman, and Alexander Hamilton, William Cossey, Andrew Monteith, Robert Henry, J. C. W. Daly, William Smith, Peter Woods, Alexander Grant, John Sharman, Alexander Mitchell and James Rankin are recorded as present, when the Court took into consideration the division of the County for Division Court purposes, and it was ordered that there should be five divisions.

The first division to consist of all that part of the township of North Easthope west of the line between lots 25 and 26 and south of the road between the 8th and 9th concessions, and all that part of the township of South Easthope west of the said line between

lots 25 and 26; all that part of the township of Downie and Gore north and east of the concession line between the 10th and 11th concessions of the Oxford road, and all the township of Ellice from the 1st to the 13th concession inclusive.

The second division to consist of all that part of the township of Fullarton, not included in division number three, and the townships of Hibbert and Logan.

The third division to consist of that portion of the township of Downie west of the Oxford road and south of the concession line between the 10th and 11th concessions; the township of Blanshard, and all that part of the township of Fullarton comprising the 13th and 14th concessions, and south of a road leading from the Mitchell road, between lots 24 and 25 east to lot 3 in the 10th concession, thence east along the line between the 10th and 11th concessions to the town line.

The fourth division to consist of that part of the township of North Easthope east of the line between lots 25 and 26, and north of the 8th concession; all that part of the township of South Easthope not included in division number one. The said division number four to take effect on the 16th day of June next, and in the meantime to belong to division number one.

The fifth division to consist of the townships of Mornington, Elma and Wallace, and concessions 14, 15 and 16 of the township of Ellice. The said division number five to take effect on the 16th day of June next, and in the meantime to belong to division number one.

At the Court of General Sessions of the Peace, held in July, 1855, it was ordered: "That the eleventh, twelfth, thirteenth and fourteenth concessions of North Easthope (now forming part of Division Court number 4), be attached to and form part of Division Court number five."

At the sittings of the same Court on Wednesday, the 14th day of March, 1860, it was ordered that there be another Division Court in this County, to be styled the sixth division, and that such division be composed of the township of Wallace and all that part of the township of Elma from the first concession to the eighteenth



concession, both concessions inclusive, and comprising lots number one to number forty-two, both inclusive of the first concession, and lots number one to number twenty-six inclusive, from the second to the eighteenth concession, both concessions inclusive.

The limits of the several Division Courts of the County, thus modified, have remained so to the present time.

The following order was made by the General Sessions, held March, 1867.

“That a recommendation be sent to the Government, through the Provincial Secretary, that owing to a great decrease in the business of the courts, that only four courts be held yearly in each of the said six divisions, into which the Division Courts have been divided, leaving it discretionary with the Judge to fix the exact periods of these four times, and instruct the Clerk of the Peace to communicate this recommendation to the Provincial Secretary.

An Order-in-Council, assenting to this, was passed on the 28th January, 1868.

*Sheriffs*.:—On the 31st December, 1852, the late Mr. Robert Moderwell was appointed first Sheriff of the County, his commission being signed by Elgin and Kincardine (who, after serving in many high positions, died whilst Governor-General in India), and attested by William B. Richards, as Attorney-General, who afterwards served as a Judge and Chief Justice of the Queen's Bench, and later became the first Chief Justice of the Supreme Court of Canada. Mr. Moderwell died on the 23rd day of October, A.D. 1886.

On the resignation of Mr. Moderwell, on the 28th of August, 1872, Mr. John Hossie, the present Sheriff, was appointed as his successor, his commission being signed by William P. Howland, Lieutenant-Governor, and attested by Adam Crooks, Attorney-General of Ontario.

*Clerks of the Peace*.:—The late Mr. J. J. E. Linton was amongst the first officers appointed for the County, and held the office until his death, on the 23rd day of January, 1869, and was succeeded by the late Michael Hayes, who had previously been appointed County Crown Attorney, and by virtue of that office became Clerk of the Peace on the death of Mr. Linton.



*County Crown Attorneys*.:—When the County was first constituted, the office of County Crown Attorney did not exist.

The Court of General Sessions, on the 15th November, 1853, agreed that Daniel Home Lizars, barrister, take the criminal cases to come before the General Sessions. The Clerk of the Peace intimated this to Mr. Lizars by letter.

The office of County Crown Attorney, as public prosecutor, was first created in 1857, by 20 Victoria, chap. 59, which came into force 1st January, 1858.

Mr. Daniel Home Lizars was appointed the first County Crown Attorney, under this statute, and continued to hold office until appointed Judge of the County Court of the County of Perth, to which office he was sworn in on the 30th August, 1864. He was succeeded by the late Egerton Fiske Ryerson, on the 27th August, 1864, who died in the following year, and was succeeded by Michael Hayes, who was sworn in on the 2nd January, 1866, and continued till his death in 1879, when he was succeeded by John Idington, the present County Crown Attorney, appointed on the 4th July, 1879.

*Deputy Clerks of the Crown and Clerks of the County Court, etc.* :—The first Deputy Clerk of the Crown and Clerk of the County Court was Mr. Alex. McGregor (first public school teacher in Stratford), sworn in as such on the 24th January, 1853, before John J. E. Linton. The late Mr. James Macfadden, who had practiced till then as an attorney in St. Marys, succeeded him, and took the oath of office on the 6th of August, 1866, before Judge Lizars. Mr. Macfadden died on the 4th August, 1899.

William Caven Moscrip came next, and was appointed Local Registrar of the High Court of Justice, at Stratford, Registrar of the Surrogate Court and Clerk of the County Court of the County of Perth, on the 1st day of August, A.D. 1899.

*Police Magistrates*.:—James O'Loane, Stratford, sworn in 12th August, 1873; James E. Terhune, Listowel, sworn in 27th February, 1890; Joseph Harvey Flagg, Mitchell, sworn in 15th March, 1884; Thomas Henry Race, Mitchell, sworn in 13th August, 1900.

*Associate Coroners for the County* :—The following Coroners have been appointed from time to time at places on dates as hereunder :—James Coleman, M.D., St. Marys, 31st December, 1852 ; John Hyde, M.D., Stratford, 31st December, 1852 ; William Bull, Mitchell, 31st December, 1852 ; John Mahoney, Mitchell, 31st December, 1852 ; David Waugh, Stratford, 4th December, 1854 ; Daniel Wilson, M.D., St. Marys, 21st December, 1855 ; James Bowie, M.D., Mitchell, 30th April, 1857 ; P. R. Shaver, M.D., Stratford, 30th April, 1857 ; William Eggert, Shakespeare, 4th March, 1858 (error, not in County) ; Walter Boyd, Mitchell, 28th July, 1858 ; Daniel D. Campbell, Listowel, 28th July, 1858 ; Peter Johnson Muter, Nithburg, 12th June, 1860 ; David Coon, M.D., Mitchell, 19th June, 1860 ; Chas. Rolls, M.D., St. Marys, 5th January, 1861 ; Edward A. Paget, M.D., Stratford, 26th November, 1861 ; George Wilson, M.D., St. Marys, 1st April, 1865 ; David Howard Harrison, M.D., St. Marys, 1st April, 1865 ; Edward Hornibrook, M.D., Mitchell ; 4th April, 1865 ; Stephen F. Smith, Stratford, 12th May, 1865 (not sworn in) ; John Nichol, M.D., Listowel, 3rd March, 1866 ; John Philp, M.D., Listowel, 12th March, 1866 ; John Philip Jackson, M.D., Stratford, 1st August, 1868 ; Daniel Joseph King, Carronbrook, 24th November, 1869 ; Robert McDonald, Fullarton Corners, 29th October, 1873 ; James P. Rankin, M.D., Stratford, 25th October, 1882 ; John Sinclair, St. Marys, 17th April, 1886 ; James Alphonsus Devlin, M.D., Stratford ; George Robinson Watson, Listowel ; Donald Alfred Kidd, M.D., Atwood.

All these have since died or removed from the County, except Mr. Campbell of Listowel, whose commission as a Justice of the Peace superseded that of Coroner ; Dr. Philp of Listowel, Drs. Rankin and Devlin of Stratford, and Dr. Kidd of Atwood.

*Division Court Clerks and Bailiffs* :—The following is a list of the Division Court Clerks and Bailiffs of the County, who have served,—the names appearing in the order of succession of their appointments, the last named being that of the present incumbent of the office :—

Division No. 1. Clerks : Raby Williams, April, 1853 ; David

B. Burritt, June, 1864. Bailiffs : Wm. J. Green, April, 1853 ; J. A. McCarthy, April, 1853 ; Robert Kay, July, 1853 ; Thos. McCarthy, July, 1857 ; J. A. McCarthy, September, 1860 ; Thos. McCarthy, September, 1860 ; Thos. Tobin, April, 1862 ; Thos. S. Tobin, February, 1881.

Division No. 2. Clerks : Thos. Matheson, April, 1853 ; G. K. Matheson, May, 1883. Bailiffs : Jas. K. Black, 1853 ; John Black, November, 1858 ; James Black, April, 1859 ; John Black, March, 1862 ; James Black, October, 1863 ; John Burns, September, 1864 ; J. S. Coppin, November, 1869.

Division No. 3. Clerks : Raby Williams, January, 1853 ; James Coleman, April, 1853 ; E. Long, July, 1880. Bailiffs : Wm. Green, January, 1853 ; J. A. McCarthy, February, 1853 ; Geo. Tracey, April, 1853 ; Joseph McCulley, August, 1853 ; Cornelius Avery, October, 1854 ; Richard Box, March, 1855 ; William Box, September, 1861.

Division No. 4. Clerks : William Cossey, June, 1853 ; George Brown, March, 1867. Bailiffs : John Helmer, June, 1853 ; John Cossey, January, 1859 ; John Helmer, July, 1859 ; Robert Moore, October, 1861 ; Jacob Amacher, October, 1864 ; Joseph Evans, June, 1870 ; C. Dietrich, July, 1871 ; Chas. Lehmann, March, 1873 ; J. W. Donaldson, November, 1882 ; J. A. Donaldson, March, 1894.

Division No. 5. Clerks : Samuel Whaley, June, 1853 ; James David Whaley, September, 1876 ; Thos. Trow, September, 1879. Bailiffs : John Coulter, July, 1853 ; John Jones, November, 1857 ; Wm. Moss, November, 1859 ; J. M. Scott, June, 1881 ; J. J. Whaley, November, 1886 ; Alex. Munro, April, 1888 ; W. D. Weir, April, 1891.

Division No. 6. Clerks : James Coleman, February, 1853 ; Spencer Tunstall, June, 1860 ; David D. Hay, August, 1861 ; William G. Hay, December, 1873 ; David D. Hay, March, 1875 ; William John Hay, April, 1884 ; Francis W. Hay, August, 1893 ; William Bright, August, 1900. Bailiffs : Geo. Tracey, February, 1853 ; Joseph McCulley, February, 1853 ; Thos. E. Hay, July, 1860 ; Wm. F. Hacking, October, 1864 ; Jacob Loree, December,

1873 ; Robert Russell Hay, March, 1878 ; Robert Hay, October, 1878 ; W. H. Hay, March, 1893 ; Thomas Male, June, 1902.

The following is a list of Justices for the County of Perth appointed at the last issue of Commission of the Peace, and acting in 1902 :—John Aikens, Dublin ; Robert Armstrong, Wartburg ; James Bennoch, Stratford ; Lewis Bolton, Listowel ; George Brown, Shakespeare ; Charles Brook, Mitchell ; John Brown, Stratford ; Richard Horace Bain, Fullarton ; David Brethour, Woodham ; Robert Beatty, Kirkton ; George Bald, Sebringville ; Charles Bellamy, St. Marys ; James Crerar, Stratford ; Tom Coveney, Mitchell ; John Campbell, Metropolitan ; Daniel D. Campbell, Listowel ; Joseph Walker Cull, Mitchell ; John M. Cameron, Anderson ; Hugh Campbell, Mitchell ; James Callin, Stratford ; James Clyne, St. Pauls ; Robert Cleland, Listowel ; Robert Clarke, Carlingford ; Charles Cosens, Trowbridge ; Peter Campbell, Bornholm ; James Dickson, Donegal ; David Douglass, Mitchell ; Jas. Dunsmore, Granton ; Jno. Dwyer, Bornholm ; Geo. Edwards, Milverton ; Thos. Epplett, St. Marys ; Dilman Kenny Erb, Sebringville ; John Freeborn, Freeborn ; Robert Henry Freeborn, Freeborn ; Daniel Flannigan, Stratford ; Andrew Falk, Lisbon ; Henry Foley, Kinkora ; Andrew Goetz, Sebringville ; George Goetz, Sebringville ; James Nichol Grieve, Millbank ; F. R. Hamilton, Cromarty ; W. V. Hutton, St. Marys ; S. R. Hesson, Stratford ; J. B. Hamilton, Atwood ; J. A. Hacking, Listowel ; James Hammond, Atwood ; D. D. Hay, Stratford ; Moses Harvey, Newry ; Henry Hemsworth, Gowanstown ; Francis Jacob, Brodhagen ; William Johnston, Woodham ; P. R. Jarvis, Stratford ; John Kenny, jr., Dublin ; John Kelly, Kinkora ; William Keith, Listowel ; William George Kruspe, Sebringville ; William Laing, Wildwood ; William Lothead, Atwood ; John Low, Stratford ; John Mohr, New Hamburg ; N. Monteith, Stratford ; William Machan, Mitchell ; Joseph Miller, Wartburg ; William Mowat, Stratford ; Aurelius Moses, St. Marys ; Joseph Mountain, St. Marys ; C. H. Merryfield, Monkton ; James Menzies, Molesworth ; G. H. McIntyre, St. Marys ; Peter McVannell, St. Marys ; J. J. McKenna, Dublin ; James McCallum, Amulree ;

Daniel McLean, Sebringville ; William McCaffrey, Stratford ; Patrick J. O'Brien, Stratford ; John W. Poole, St. Marys ; William Porteous, Fullarton ; James Pierce, jr., Dublin ; Thomas Pascoe, Mitchell ; Cornelius Quinlan, Stratford ; Robert Radcliffe, Prospect Hill ; James L. Russell, Russeldale ; John Rutherford, Monkton ; Thomas Ryan, Dublin ; John Robinson, Kirkton ; J. D. Stewart, Russeldale ; Fred H. Sharpe, St. Marys ; W. F. Sanderson, St. Marys ; F. Switzer, Woodham ; John W. Scott, Listowel ; D. Swanson, St. Marys ; George Shearer, Poole ; Robert Simpson, Sebringville ; Peter Stewart, Stratford ; Alexander Stewart, Monkton ; Henry Stephan, Brodhagen ; Jno. Stewart, Listowel ; Duncan Stewart, Hampstead ; John Schaefer, Tavistock ; James Smith, Shakespeare ; David Trachsell, Shakespeare ; Luther F. W. Turner, Fullarton ; Christopher Tabberner, Listowel ; W. D. Weir, Milverton ; John Watson, Burns ; Jacob Walter, Listowel ; Patrick Whelihan, St. Marys ; George B. Webster, Science Hill ; John Walsh, St. Marys.



## CHAPTER VIII.

### MILITIA.

The 28th Regiment (Perth Infantry), was organized September 14th, 1866, with headquarters at Stratford.

The first regimental officers were Lieut.-Col., R. S. Service, Majors, T. B. Guest and Charles James ; Paymaster, Leon M. Clench ; Adjutant, David Scott ; Quartermaster, Peter J. Smithwick ; Surgeon, David Wilson, and Assistant-Surgeon, J. P. Jackson.

Lieut.-Col. Service, having been appointed Brigade-Major, Capt. William Smith was promoted to the command of the regiment in 1872 ; upon his retirement in 1881, Major David Scott succeeded to the command, from which he retired in 1885, and was succeeded by Major R. S. McKnight, who retained command till 1898, when Lieut.-Col. H. A. L. White succeeded him as commanding officer.

The regimental officers are Lieut.-Col., H. A. L. White ; Majors, W. C. Moscrip and G. T. Cooke ; Paymaster, Major William Lawrence ; Quartermaster, Capt. O. E. Stalker ; Medical Officer, Surgeon-Captain J. P. Rankin ; Hon. Chaplain, Rev. David Williams, M.A.

The regiment is composed of six companies, located as follows : No. 1 Company, Stratford ; No. 2 Company, Stratford ; No. 3 Company, St. Marys ; No. 4 Company, Mitchell ; No. 5 Company, Stratford ; No. 6 Company, Stratford.

The Regiment has an efficient band of thirty performers, Mr. Foster Close being bandmaster.

No. 1 Company was organized in 1856 as "The Stratford

Volunteer Rifle Company." It consisted of upwards of eighty men, under command of Captain Henry Imlach, Lieut. L. T. O'Loane, and Ensign James Orr.

With the exception of the historic "Brown Bess" and white cross belts, the Company was maintained free of expense to the Government till 1858, after which an annual allowance of four or five dollars per man was made; the old arms, etc., were replaced by Enfield rifles and black leather belts.

The original uniform of the Company consisted of green shell jacket, trousers and forage cap. In 1860 green tunic, trousers and shakos were procured.

The original officers having retired, they were succeeded by Capt. R. S. Service, Lieut. Robert Macfarlane and Ensign W. M. Clark.

The Company had the honor of taking part in the reception of His Majesty King Edward VII. (then Prince of Wales) on the occasion of his visit to Stratford in 1860.

Up till the end of 1861, the Company paid all expenses connected with drill, etc.; afterwards the Imperial Government furnished instructors, and in 1863 the first Government clothing was issued.

On the 25th April, 1865, the Company was placed on active service for three months, at Windsor and Sandwich. It consisted of three officers and sixty-five non-commissioned officers and men. They were proud of the fact that during this service no charge of any kind was made against a member of the Company.

On March 8th, 1866, the Company was again placed on active service at Stratford, Chatham, Sandwich and Windsor. It was kept out for about four months. The duty was heavy, and the record of the Company was very good. In the following August it formed part of the field force at Thorold under Colonel (now Field Marshall Lord) Wolseley.

On the formation of the 28th Regiment, the officers of No. 1 Company were Capt. Robert Macfarlane, M.P., Lieut. W. M. Clark and Ensign R. R. Lang. The uniform of the Company was changed from green to scarlet in 1871. In 1872 Captain Mac-

farlane was promoted to majority, and Ensign Lang became Captain. Upon his retirement in 1883 Lieut. F. K. Burnham became Captain. Upon his retirement in 1885, Lieut. J. L. Hotson became Captain, who retired in 1892, and was succeeded by Lieut. S. M. Johnson, upon whose retirement in 1896 Lieut. Grayson Alexander became Captain and held command till 1898, when Lieut. Royal Burritt, the present Captain, was appointed. The other officer of the Company is Lieut. M. D. Hamilton.

No. 2 Company was organized in 1861 as "The Stratford Infantry Company," but was not recognized, armed and equipped till 1862. The first officers were Capt. W. J. Imlach, Lieut. Charles James, and Ensign Henry Sewell (the latter gentleman died in 1866); Capt. Imlach retired, and Lieut. James became Captain, the other officers being Lieut. Robert Smith and Ensign David Scott.

On March 8th, 1866, the Company was called out for active service and did duty at Stratford, Chatham, Windsor and closed as part of field force at Thorold in August.

On the formation of the 28th Regiment, the officers of No. 2 were Capt. William Smith, Lieut. R. A. MacGregor and Ensign Hugh Nichol. In 1872 Capt. Smith was promoted to rank of Lieut.-Colonel of the Regiment, and was succeeded by Captain A. W. Dodd, who retained the Company till he was appointed Adjutant in 1876, and was succeeded by Capt. J. R. Hamilton, who held the position till he was promoted to majority in 1885, when he was succeeded by Capt. Geo. T. Cooke, who retained command until promoted to majority in 1898, and was followed by David Gibson as Captain; upon the retirement of Capt. Gibson in 1900, the present Capt. A. H. Monteith was appointed. The other officers of the Company are Lieuts. S. W. N. Monteith and Clarence Trow.

No. 3 Company was organized in 1866 as "The St. Marys Infantry Company," with the following officers: Capt. T. B. Guest, Lieut. John McDonald and Ensign David McConnell. The Company formed part of the field force at Thorold in August, 1866. On the formation of the Regiment, Capt. Guest was appointed Major and Lieut. McDonald became Captain of the Company. He

retired in 1869, and was succeeded by Lieut. R. S. McKnight, as Captain, who being promoted to the position of Major in 1878, was succeeded by Captain W. A. Bailey, who died in 1882, was succeeded by W. C. Moscrip, as Captain, who retained Company till 1895, when, being appointed Major, he was succeeded by the present Captain D. W. Jamieson, the other officers being Lieuts. G. S. Kirkpatrick and L. Spearin.

No. 4 Company was organized at Listowel in 1866, the first officers being D. D. Campbell, Captain; John Zimmerman, Lieut., and W. F. Hacking, Ensign. Upon the retirement of Captain Campbell, Lieut. T. G. Fennell became Captain, who retired in 1876. The Company was then removed to St. Marys, and Captain H. A. L. White, of No. 5 Company, transferred to it. Capt. White being appointed Major in 1882, was succeeded by J. E. Harding, as Captain, who retired in 1884, when Lieut. J. G. Beam, formerly of the 44th Regiment, was appointed Captain. Upon Lieut. Beam's appointment as Adjutant in 1885, James Hamilton became Captain, and continued in command till 1899, when, being appointed Quartermaster, Lieut. G. L. Money was appointed Captain, and the headquarters changed to Mitchell, the other officer being Lieut. W. Thompson.

The original No. 5 Company was formed in Mitchell in 1866, but, having become inefficient, was removed from the list of active militia, and the original No. 6 Company, organized in 1866 in the Township of Blanshard, became No. 5. The officers of this company were Captain David Brethour, Lieut. H. A. L. White, and Ensign John Anderson. Captain Brethour retired in 1871, and Lieut. H. A. L. White became Captain, who, being in 1876 transferred to No. 4 Company, was succeeded by Lieut. W. H. Paisey, formerly of the Royal Artillery, who held the position of Captain till 1884. Upon the resignation of Captain Paisey the Company was transferred to Listowel, and Lieut. H. B. Morphy became Captain. Upon his retirement in 1895 the Company was removed to Stratford, and Lieut. H. W. Copus appointed Captain. The other officers are Lieuts. H. W. Baker and L. Costello.

No. 6 Company was originally No. 7 of the Regiment, but upon

the abolition of the original No. 5 Company it became No. 6. It was organized at Fullarton in 1868, the first officers being Captain Richard Francis, Lieut. James Gourlay, and Ensign John Baird. Captain Francis resigned in 1870, and Lieut. Gourlay became Captain. In 1882 the Company was transferred to Stratford. Captain Gourlay resigned in 1884, and Lieut. Arthur Robb took command. Upon his resignation in 1889 Lieut. Williamson Guy was appointed Captain, the other company officer being Lieut. E. G. Holliday.



## CHAPTER IX.

### ORIGIN AND NAMES OF POST OFFICES.

The names given to new towns, villages and places in any country are frequently a reflex of the feelings of those by whom they are founded. This may arise from environment or temperament of the people. Many ancient Irish names indicate fine poetic ideals, and did not require the genius of Moore, nor a record of her ancient people, with all their hallowed traditions, to give them force and efficacy, in appealing to the loftiest conceptions of the human heart. Such beautiful runic names as Innisfallen, Innis-thral, Enniscorthy, Killarney, Sweet Vale of Avoca, Enniskillen, and Strathbane are marvellous revelations of poetic character in a highly imaginative people.

In Scotland ancient names are based to a greater degree on environment than on any ebullition of poetic feeling in a people also of high poetic temperament. Such names as Strathclyde, Strathavon, Strathspey, and many others also indicate the beautiful strath or valley through which flow these several streams of the Clyde, the Spey and the Avon. The names of her glens, her vales, her lofty bens, all beautiful in themselves, point clearly to material surroundings rather than poetic fancy. In England romantic names are not often found, and the glamour thrown around some of her finest places is the outcome of historic incident, without any inherent charm in the name itself.

In a great portion of Canada, and in this county in particular, the aspect of the country is everywhere nearly the same. There appears, so far, to be no appreciable influence from environment in giving names to new towns and villages truly Canadian, except

such as are of a most prosaic character. In all too many instances the names given are meaningless and harsh, affording much room for improvement. The average Canadian is apparently reckless as to propriety in names. When he has founded a new village or "corners," which, even during his life, may become a place of great importance, he quietly adds to his own name in many instances the word *ton*, *ville*, or *town*, and the christening is complete.

Many of the Indian names retained in Canada are very pretty, and we forgive the overwhelming array of syllables in many of them in the soft melody of their pronunciation. In this county a few appropriate names have been given, such as Morningdale, Millbank, Avonton, Avonbank, Fairview, and Prospect Hill. All of these names are characteristic of their environment.

In a paper by Mr. John Idington, K. C., of Stratford, on the "Origin of names of post offices in the County of Perth," and to which I am much indebted for information regarding the subject matter of this chapter, there is a quotation from the *Encyclopedia Britannica* which truthfully says:—"The study of these names and "of their survival in civilization enables us in some cases to ascertain what peoples inhabited districts now tenanted by persons "of far different speech. Thus the names of mountains and rivers "in many parts of England are Celtic; for example, to take "familiar instances—Usk, Esk and Avon." Mr. Idington then goes on to say very finely, "Our own Avon, we know, does not "betoken this, but rather the remembrance of home, as it burned "in the hearts of those who first pitched their tents on the spot "where we now stand.

"It is the tracing of these home yearnings that furnishes much "of the pleasure in asking and answering how our post offices got "their names. The people got together to tattle and gossip at "all those places where there are now post offices before the "offices came. They talked of home, of each other, of their surroundings and feelings, whims, and old fancies, and thus names "were given.

"Where the Avon flowed it was determined by the Englishmen

“in charge of this part of the country as officers of the Canada “Company that a Stratford should grow.”

This is assuredly true, and, with the exception of a few names which have been given by the Department, those of the various offices in this county in many cases denote the nationality of the settlers surrounding them.

The dates I have set forth as the period when the several offices were opened has, as far as possible, been copied from the Departmental records in Ottawa, which extend backwards, however, to 1854 only. Previous to that period there are none. A number of offices were established in this county long prior to 1854, and, therefore, the best information obtainable of the dates of opening will, I think, be found about correct.

*Amulree*—In the township of North Easthope, was named after a small place of that name in Perthshire, Scotland. A number of the early settlers from that shire in the old land, and, amongst others, one named Sandy Dallas, who kept the first hotel in Amulree, decided on the name of their native place in Scotland. This office was opened in 1878 with Mr. A. M. Fisher as first postmaster.

*Anderson*—Received its name from Frank Anderson, deceased, who was for a number of years prominent in municipal politics in Blanshard. This office was opened in 1867 by the late H. White, first postmaster.

*Atwood*.—This office is in Elma, and was first opened as Newry Station postoffice in 1876, with Donald Gordon postmaster. Prior to this period an office named Newry had been opened by Mr. Coulter. Upon the completion of the southern extension of the W. G. & B. R. R., a station was erected about three-quarters of a mile north of Newry, which was known as Newry Station. Subsequently a large trade sprung up at this point, and Atwood was built. To prevent confusion arising between the offices of Newry and Newry Station, the people of Atwood at a public meeting decided to change the name of their office. After a long discussion and a number of names submitted to the meeting Atwood was selected. This change occurred in

1883, Donald Gordon, first postmaster at Newry Station, retaining his position. Further information regarding this point will be found in the history of Elma Township, a part of this work.

*Avonbank*—Received its name from Mr. Muir, as being most appropriate, on account of the high bank on which it was situate beside the River Avon. Opened 1856 by James Muir as first postmaster. This office is in Downie.

*Avonton*—Also in Downie, was named by Archie Shields, who was for several years township clerk. Its proximity to the River Avon, in a very pretty valley, suggested the name. This office was opened in 1865, with Archie Shields as first postmaster.

*Bornholm*—In Logan, is the name of an island in the Baltic Sea, and was named by the Department, the people themselves being unable to agree upon a name. The office was opened in 1865, with L. Hagarty as first postmaster.

*Britton*—In the township of Elma, is supposed to have been named by the railway authorities as a station on the Stratford & Huron Railway. The office was opened in 1883, with Joseph Freeman as first postmaster.

*Brocksden*.—This was a spot occupied, it is said, by a person who was nicknamed Brock the Badger, from which this neighbourhood takes its name, and adopted it as that of the postoffice. This office was opened in 1900, with Robert G. Patterson as first postmaster.

*Brodhagen*—In the township of Logan, was named after Charles Brodhagen, who kept the first store and hotel, and was founder of the village. The office was opened in 1865 with Mr. Brodhagen as first postmaster.

*Brotherston*—Was named in honor of Montezuma Brothers, who had taken an active interest in providing mail accommodation for his neighbourhood. Mr. Brothers was honored for his efforts on behalf of the people in this section with the privilege of naming and giving his own name to the new office, which was opened in 1885, Montezuma Brothers first postmaster.

*Brunner*—In the township of Ellice, was named after a family of pioneers of that name. Jacob Brunner, in the early days, erected

a saw mill a short distance west of where the station now is, establishing a postoffice for the convenience of the district surrounding. At the opening of the Stratford & Huron R. R. the business was removed to Brunner Station. Jacob Brunner was for many years a prominent man in municipal politics, was warden of the county, and a candidate in South Perth for parliamentary honors, but was defeated by Hon. Thomas Ballantyne. This office was opened in 1867, with Jacob Brunner as first postmaster.

*Burns*—In the township of Mornington, was named after Robert Burns, the Ayrshire poet, by a number of his countrymen, who were settled in that section of the county. Opened in 1865 by John Gibson as first postmaster.

*Carlingford*.—The village of Carlingford was founded by two sons of the Emerald Isle, Mr. Abraham Davidson and Mr. Cook, each of whom desired to link his name with the future town. The inspector, to gratify neither, and still please them both, gave the name Carlingford, one of the prettiest spots in Ireland, to the new office, which was opened in 1856, Abraham Davidson first postmaster. This office is in the township of Fullarton.

*Carmunnock*.—This office was named by William Mahan, who had considerable interest at this point in the early days. Mr. Mahan was born in Carmunnock, Renfrewshire, Scotland, and so named the new hamlet in Logan. This office was opened in 1875, William Mahan first postmaster.

*Carthage*.—The naming of this office seems to have been a matter of chance. Mr. Thomas Hamilton, the first settler, and Mr. Gamble, another early settler, are credited with giving it this name. Mr. Hamilton would have named the place after himself, but the city of Hamilton was already in the Ontario list of offices. It was decided, therefore, to name the place Carthage. The office was opened in 1856, with Alexander McDonald as first postmaster.

*Chiselhurst*—In the township of Hibbert, received its name from Chiselhurst, in England, where Napoleon III. died. This office was opened in 1875, with William Moore as first postmaster.

*Conroy*—In the township of Downie, known as Conroy's Corners, was named in honor of a pioneer family, who were the



first settlers. The office was opened in 1866, with John Rutledge as first postmaster.

*Cromarty*—In the township of Hibbert, was named by John Ferguson, of Craigdarroch, Scotland, as being the birthplace of Hugh Miller, author of "Testimony of the Rocks" and "Old Red Sandstone," and whose writings had a wonderful influence in bringing about the disruption in the Kirk of Scotland in 1842-3. This office was opened in 1856, with John McLaren, who founded the village, as first postmaster.

*Donegal*—In the township of Elma, was named by John R. Foster, it being the name of his native place in Ireland. This office was opened in 1856, John R. Foster first postmaster.

*Dublin*.—This office was first named Carronbrook, from the stream that flows through the village. This is one of the oldest settlements in Perth county, and the first postoffice was opened by U. C. Lee, about 1854. When Carronbrook attained the dignity of a police village in 1878, Joseph Kidd and Tom King were leading men of the place. Mr. Kidd, having been born in Dublin, Ireland, under the shadow of the "Hill o' Houth," the new police village was named after Ireland's capital, G. J. Kidd being postmaster.

*Fairview*—In Downie, was named from the beautiful view obtained from its elevated site, affording a pleasant prospect over a goodly portion of Perth and Oxford counties. This office was opened in 1863, with L. Robinson, as first postmaster.

*Fernbank*—In Mornington, was named by the late Mrs. Grieve, wife of James Grieve, M.P., who represented North Perth in parliament. Mr. Grieve's farm was known as Fernbank, and this name was given to the postoffice, which was opened in 1896, with William Reid as first postmaster.

*Freeborn*—In Mornington, was named in honor of John Freeborn, an old resident of Mornington, who founded Millbank, and who was amongst the first to carry the banner of civilization into the wilderness in this section of Perth County. This office was opened in 1886, with John Freeborn as first postmaster.

*Fullarton*—In Fullarton, was named after that municipality,

which again was named in honor of Mr. Fullarton, one of the first directors of the Canada Company. This village was founded by Mr. James Woodley, and the office opened in 1852, with John Buchan, as postmaster, a Scotchman, who opened the first store.

*Gadshill*—In Ellice and North Easthope, is a low elevation in what was at one period a dense swamp, and to add some dignity to the little spot of dry land, it was named after the famous hill sacred to the memory of Falstaff, and later Charles Dickens. This office was opened in 1865, with W. B. Crinkley as first postmaster.

*Gowanstown*—In Wallace, was named in honor of Thomas H. Gowan, who founded the place, and kept the first store and tavern. This office was opened in 1871, with William Blackstone as first postmaster.

*Gowrie*—In Fullarton, was named in honor of the Carse of Gowrie in Scotland, and was opened in 1881, with Richard Moore as first postmaster.

*Hampstead*—In North Easthope, was named by the Department at Ottawa, and opened in 1865, with Richard Lillico as first postmaster.

*Hesson*—In Mornington, was formerly known as Mack's Corners. Mr. S. R. Hesson, who was M.P. for the north riding of Perth, did much to improve postal facilities in this section, and the people in acknowledgment of his efforts in their behalf named the new office in his honor. This office was opened in 1883, with William F. Mack as first postmaster.

*Kennicott*—In Ellice, was formerly known as Sillsburg, being founded by Sills brothers, who were first settlers. Subsequent to their departure, the name was changed to Kennicott, in honor of Mr. Kenny, who was postmaster. This office was opened in 1890, with James Ernest, postmaster.

*Kinkora*—In Ellice, is the centre of a large Irish population, and is named in remembrance of their old home. This office was opened in 1857, with William Hearsnip as first postmaster.

*Kirkton*—On the boundary line between Blanshard and Usborne townships, was named after the Kirk family, several brothers

of whom were early settlers in the neighborhood. This office was opened in 1856, with James Eaton, of the firm of James and Timothy Eaton, who opened the first store in Kirkton, as first postmaster. *founder J.T. Eaton, Gt. Rd. Toronto &c*

*Kuhryville*—In Ellice, was named in honor of Andrew Kuhry, an old settler and prominent man in the municipality. This office was opened in 1899, with Alexander Smith as first postmaster.

*Kurtzville*—In Wallace, was named after John Kurtz, on whose farm the office was established in 1885, with Jacob F. Doersam as first postmaster.

*Lisbon*—In North Easthope, on the boundary line between Waterloo and Perth County, was named in honor of the capital of Portugal. This office was opened in 1856, with John Zinkann as first postmaster.

*Listowel*—Now the town of Listowel, was formerly known as Mapleton and Windham. The Department subsequently set aside both names in favor of Listowel. This office was opened in 1856, with William H. Hacking as first postmaster.

*Metropolitan*—In Blanshard, was named by John H. Donaldson, a school teacher in the neighborhood. A temperance hall was erected on the opposite corner from the school building. Mr. Donaldson, considering these progressive movements as evidence of a great metropolis, named it Metropolitan. This office was opened in 1875, with William Spence as postmaster.

*Millbank*—In Mornington, was founded by Mr. Freeborn, who was first settler, and derives its name from a mill being erected on the bank that bordered the stream. This office was opened in 1850 by William Rutherford, who was first postmaster.

*Milverton*—Also in Mornington, was first known as West's Corners, after the name of an early settler. Subsequently a more euphonious name was desired by the people, and at a public meeting called for the purpose, it was called Milverton, at the suggestion of Rev. P. Musgrave, in honor of his birthplace in the old land. This office was opened in 1854, with D. Matthews as first postmaster.

*Molesworth*—In Wallace, bears the name of Sir William

Molesworth, who was Colonial Secretary in 1855. This office was opened in 1870, with Samuel Loughheed as first postmaster.

*Mitchell*—Now the town of Mitchell, received its name from a person called Mitchell, who built a small shanty on the river bank, where travellers found shelter and lodging. Between Seebach's and Rattenbury's, at Clinton, "Mitchell's" was the only place of entertainment. This office was opened about 1842, with John Hicks as first postmaster. [I have been able to obtain no further data regarding the name of this place, which, taken in connection with other circumstances coming under my observation, I believe is correct.]

*Monkton*.—For history of the village, and the period when founded, the reader is referred to the history of Elma in this work. The postoffice was opened in 1858 by Edward Greensides as postmaster.

*Motherwell*—In Fullarton, received its name from James Brown, who was for many years one of the most prominent men of the municipality. Mr. Brown with his family were among the first settlers in this section, and came originally from Lanark, in the eastern part of this Province. The name Motherwell was given to this office as being the name of the old home of Mr. Brown's family, in Lanarkshire, Scotland. This office was opened in 1865, James Brown, sr., first postmaster.

*Munro*—Also in Fullarton, was named in honor of William Munro, who made every effort to accommodate the neighborhood by distributing mail matter in the district. This office was opened in 1889, with Mr. Munro as first postmaster.

*Newry*—In Elma, was named after the birthplace of the late Mr. Coulter, one of the first settlers, and a most energetic man. This office was opened in 1862, with Mr. C. Coulter as first postmaster.

*Newton*—In Mornington, was named by the people of that section in honor of Sir Isaac Newton. This office was opened in 1881, with Mr. John Zoeger as first postmaster.

*Nithburg*—In North Easthope, at one time known as Brown's Mills, was founded at an early day. In 1849 a village plot was laid out where the present office now is, and named Nithburg, as



being the burg on the River Nith. The first postoffice was opened in the new burg in 1848, by James Brown, first and only postmaster, who has held the position for a longer period than any other officer in the county.

*Palmerston*—On the boundary of Wallace, was first known as Dryden postoffice, and opened in 1866, with Robert Johnston as postmaster. Through the construction of the Wellington, Grey & Bruce and the Stratford & Huron Railways, Palmerston has become a railroad centre. In 1873, therefore, the name Dryden was changed to Palmerston, in honor of Lord Palmerston, who was for some time Prime Minister of Great Britain, Mr. Robert Johnston still continuing in the position of postmaster.

*Poole*.—This place is in Mornington, and was surveyed by Government as a town plot, and named by those in authority at the time. The town was not successful, and is now a quiet country village. The postoffice was opened in 1865, with Mr. D. Mathews as first postmaster.

*Prospect Hill*—In Blanshard, was first known as Fish Creek, and located a mile further north than the present office. Prospect Hill, at one time an important village, received its name on account of its elevation, being built on the highest point of land for many miles in any direction. This office was opened at Fish Creek by John Bell, in 1852, and subsequently removed to Prospect Hill. *Later kept by Benj. Stanley in 1857-63*

*Rannoch*—In Blanshard, was named by the authorities at Ottawa, in honor, it is supposed, of a loch or glen in the Highlands of Scotland. This office was opened in 1895, with John H. Jameson as first postmaster.

*Rostock*—In Ellice, was named by the old settlers, who came from Mecklenburg, in Germany, and still mindful of the Vaterland, gave this postoffice the name of their old home. This office was opened in 1880, by Justus Kreuter, as first postmaster.

*Russeldale*—In Fullarton, was named in honor of James Russell, an old pioneer, and founder of the village. This office was opened in 1874, by John Wilson, who was first postmaster.

*St. Columban*—Received its name from the Church of St.



Columban, established by Father Schneider, whose memory is still dear to the old pioneers in this county, particularly those on the Huron Road. This office was opened in 1898, with Philip Carlin as first postmaster.

*St. Marys*—In Blanshard, was named in honor of Mrs. Thomas Mercer Jones, wife of an agent of the Canada Co. For explanations in connection with the establishment of this office the reader is referred to the local history of St. Marys in another part of this work. The office was opened in 1845, with Thomas Christie as first postmaster.

*St. Paul*—In Downie, was named after the village of St. Paul, capital of the township and a station on the Grand Trunk. This office was opened in 1875, with Charles Wilson as first postmaster.

*Science Hill*.—The children going to school spoke of the building which crowns the height of land a half mile east of the Mitchell Road in Blanshard as Science Hill, and hence, what was formerly a joke amongst the children, became the name of a post office. This office was opened in 1889, with William Dawson as first postmaster.

*Sebringville*—On the boundary line between Downie and Ellice, was named in honor of John Sebring, the first settler there, and for a number of years a prominent man in politics and a member of the old district council in Goderich. This office was opened in 1840, with T. A. Sebring as first postmaster.

*Shakespeare*—On the boundary line between North and South Easthope, first known as Bell's Corners, was named in honor of the great dramatist, William Shakespeare, by Alexander Mitchell. This office was opened in 1848 with Alexander Mitchell as first postmaster. This office was kept in the hotel for some time, and was removed on the appointment of William Cossey as successor to Mr. Mitchell.

*Shipley*—In Wallace, was, it is believed, named in honor of the birthplace of its first postmaster, Mr. E. Bristow. This office was opened in 1858.

*Staffa*—In Hibbert, was originally named Spring Hill, a number of beautiful springs rising in the declivity on which the village

is built. Another office in Ontario of this name led to confusion in the mails designed for either point, when a change was made by the Department to Staffa. This office was opened in 1865 by Thomas Dunn, first postmaster.

*Stratford*—Now the City of Stratford, was no doubt the first postoffice to be opened in this county. The stream flowing through the swamp, known as Victoria Lake, was named the Avon by the Canada Company, and the new town, first known as Little Thames, was called Stratford in honor of Stratford-on-Avon, the birthplace of William Shakespeare. This office was opened about 1835, with Mr. J. C. W. Daly as first postmaster.

*Tavistock*—On the boundary line between South Easthope in Perth County and Zorra in the County of Oxford, was named in honor of a place of that name in England. This office was opened by John Voelcker in 1856.

*Topping*—On the boundary line between North Easthope and Mornington, is supposed to be named in honor of a place on the borders of Devon and Somersetshires, in England, and the birthplace of Mr. Coulton, an old settler in that section. This office was opened in 1865, with S. Crozier as first postmaster.

*Trowbridge*—In Elma, was opened in 1854 as Elma postoffice, but was subsequently changed in 1858 to Trowbridge. The first postmaster in 1854 was George Code.

*Trecastle*—In Wallace, was named in honor of a town in Ireland, by a number of Irish settlers in its vicinity. This office was opened in 1856 by Mr. Freeborn Kee as first postmaster.

*Wallace*—In the township of Wallace, was named in honor of the municipality, and that, we are informed, was named after Baron Wallace, Vice-President of the Board of Trade under Lord Goderich. This office was opened in 1854, with Charles Burrows as first postmaster.

*Wartburg*—In Ellice, was named after a town in Germany. The settlers in this vicinity were Lutherans, and the Rev. Mr. Schaffarnock, their minister, named the new place after Wartburg in Germany, where Martin Luther lay in prison for ten months, and employed his time in translating the Bible. This office was

first opened in 1865 as Totness, G. T. Dennstett, first postmaster. Subsequently the name was changed to Wartburg in 1869, with E. Frommhagen as first postmaster.

*Whalen*—On the boundary line between Biddulph and Blanshard, was named after Michael Whalen, a pioneer settler, who kept a log tavern at this point in the early days. This office was opened in 1871, with J. H. Milson as first postmaster.

*Wildwood*—In the township of Downie, was named by Mr. William Laing, first postmaster, after a place in Florida, where friends were residing. This office was opened in 1896.

*Woodham*—In Blanshard, was named by Mr. Jonathan Shier, a resident, and Mr. Walker Unwin, who was first postmaster, on a chance suggestion by one of the parties. This office was opened in 1865.

*Father of Clarence  
Milson of Lucan & saw  
of Prospect Hill, (1865)*

## CHAPTER X.

### LITERATURE AND. ART.

Meantime, whilst great progress had been made in every department of our material development, literary effort was unknown, or confined to the privacy of those who were actuated by taste, or who had strong proclivities in that direction. There was nothing in pioneer life, with all its intense struggle, to induce those whose ability would have been equal to such an undertaking as that of writing books. Physical and mental labor are quite incompatible. It was not, therefore, till the former had been overcome, and its stern demands had been satisfied in pioneer days ; when at last a resting place had been found for the toiler's feet, that literary work attracted attention.

It is true, maudlin poetic effusions appeared from time to time in the county newspaper press, from some young aspirant after fame. These productions usually displayed every evidence of a three-fold agony, piling up such epithets as "silent tomb," "celestial choir," "golden crown," "pearly streets" and "empty chair." These terrific ebullitions of silly juvenility, with an occasional prose article, containing awful denunciations of some defeated candidate at a municipal election, constituted our literary achievements for many years subsequent to first settlement. That we had a number of citizens in this county, from an early day, of rare ability, their publications during the last two decades has fully demonstrated. A historical work of this county would be incomplete without at least showing where we stand in this department of social life.

In poetry, as displaying the highest form of divine literary art,

this county, if not in advance, is certainly equal to any other in Canada. In that spirituality which is the soul of poetry, in all those attributes which centre and focus in the human heart, and are evolved by human agency into tangible things, a lady in Stratford holds first rank. Mary Maitland is a sweet singer, and in smoothness of rhythm, dignified, chaste and refined expression, in sympathy and intensity of feeling, is not excelled. Over nearly all her work a veil of strong religious sentiment has been cast, which, while it indicates a genuine goodness of heart, gives a sameness to her poems, which, in our opinion, detracts somewhat from their interest. She is not discursive, neither is she gifted by any great imaginative power, her works being altogether a pure inspiration of the affections.

Everywhere are found expressions of tenderness and deep feeling (which, after all, are, or should be, the foundation of all poetry), shining like pearls of a pure, womanly heart. The mission of all song is to elevate, soften and refine human character, and promote human excellence. Evidences of these noble aspirations are abundant throughout the work of this excellent lady. It is to be regretted that no edition of Mrs. Maitland's poems has ever been published. On the minds of all readers they could not fail of a refining effect, and in promoting a lasting influence for good in their character. The spirit of aggrandizement never for a moment actuated this lady in her work. She sang because her heart was full. We feel constrained to acknowledge the honesty of thought expressed, when she says :

But, if perchance some tender thought  
My homely muse in song has wrought,  
May e'er have cheered or soothed or blessed  
Some kindred heart, by awe oppressed.

It is enough—enough for me ;  
I seek no higher minstrelsy ;  
Though fame be deaf to their refrain,  
My songs have not been sung in vain.

In her beautiful poem, "The Unattained," Mrs. Maitland must have thought of her illustrious countryman, Robert Burns, with



his ceaseless longing for a place in men's hearts, and of his disappointments far more bitter to him than death itself, when she says :

Wait till the fire is quenched on lip and lyre,  
Till the last strain has died upon his tongue,  
Then we will tell, in "tones so like a knell,"  
How sweetly and how well his song was sung.

Wait till the thrill of the poor heart is still !  
Still its vain longings and its bootless strife.

\* \* \* \* \*

Wait till he's dead ! and we will wreath his head  
With chaplet fair, of amaranthine bloom ;  
And we will raise a pillar to his praise,  
Chiselled from crown to base, above his tomb.

In a poem entitled "Jubilee Song," great vigor and felicity of expression is evinced, with a marked smoothness in rhythm.

Come, wind your horns, my trusty men,  
And lusty be their blast,  
That all the rapture of the strain  
From heart to heart be passed ;  
For glad are we,  
This day to be  
'Neath Britain's glorious banner,  
Linked hand in hand  
With motherland,  
Our Queen beloved to honor.  
Wave high the flag, where, blest we dwell,  
'Mid scenes and joys serene ;  
Our sturdy arms will guard it well,  
Beneath the Maples green.  
Oh ! Proud are we  
This Jubilee  
Of the fair land that bore us !  
And proud to raise  
Our song of praise  
To her, who reigneth o'er us !

The highest production of Mrs. Maitland's genius will be found in her poem, "Cradle Song," which we give entire, as being in our opinion the best nursery poem in the English language.

We refer our readers to the sentiments contained in the last verse, every line of which contains a poem in itself.

HEY-A-DAY ! HO-A-DAY !

Hey-a-day ! Ho-a-day ! What shall I sing ?  
 Baby is weary of everything ;  
 Weary of "Black Sheep" and "Little Boy Blue,"  
 Weary of "Little Jack Horner," too,  
 Weary of "Ding-Dong" and "Caper and Crow,"  
 Weary of "Pretty Maids all in a Row ;"  
 Though I have sung to her ditties a score,  
 Little blue eyes are as wide as before !

Hey-a-day ! Ho-a-day ! What shall I sing,  
 Sleep to the eyes of my baby to bring ?  
 Sing her a song of her own little self,  
 Mystical, whimsical, comical elf !  
 Sing of the hands that undo with their might  
 More in a day than my own can set right ;  
 Sing of the feet ever ready to go  
 Into the places no baby should know.

Hey-a-day ! Ho-a-day ! Thus will I sing,  
 While in her cradle my baby I swing ;  
 Sing of her tresses that toss to-and-fro,  
 Shading pink cheeks on a pillow of snow ;  
 Sing of the cherry lips guarding for me  
 Treasures as rare as the pearls of the sea ;  
 Sing of the wonder and marvellous light  
 Hid in the blue eyes now blinking "GOOD-NIGHT !"

Hey-a-day ! Ho-a-day ! Joy makes me sing,  
 Who would have thought that A BABY could bring  
 Into my bosom a love so divine,  
 Into my heart all this music of mine,  
 Into my home such a halo of light,  
 Unto my hands such a magical night,  
 Unto my feet all the fleetness of wings,  
 Into my being such wonderful things !

We are pleased to add our testimony to the work of this woman, who is, I dare say, almost unknown in her own city, and certainly so over a large section of this country. How true are Gray's lines :

Full many a flower is born to blush unseen,  
 And waste its sweetness on the desert air.

As one also worthy of a high place in the literature of this county is Thomas Sparks, M. D., St. Marys. Dr. Sparks has strong sympathies, which, in his poems of the affections, are everywhere manifested in tenderness, and a lofty appreciation of those amenities which are constantly welling up in the heart of the noble, the good and the true. While his ideals of pure and exalted humanity are of a refined and elevating character, he has what Burns called, "A Stalk of Carle Hemp" in his nature. This gives a strange contradiction to much of his work, which is frequently misunderstood.

In a mind so constituted, the poetry of Dr. Sparks will be found either extremely tender, or, on the other hand, extremely satirical. In both he excels. In both he has written much which ought to be more widely known. In smoothness of rhythm he is not equal to Mrs. Maitland, neither is he her equal in ease and beauty of expression. Dr. Sparks is often rugged in his versification, but singularly strong, especially in his satires, in trenching into the folly and humbug of our social life. In some of his finest pieces his mind indicates a strong Byronic bias, so much, indeed, that we are led to believe that he had selected Byron as a model and a master of the highest poetic art.

Those of our readers who are acquainted with Lord Byron's works will, we believe, find evidence of our assertions in the following excellent lines in his poem entitled

"ADIEU !"

Adieu ! Though that word be the death knell of hope,  
 But still I will bid thee, forever adieu !  
 I have lingered already too long for my peace,—  
 I have lingered to see thee prove false and untrue.  
 I have lingered to see life's cherished dream crushed,  
 Till the sweet voice of hope in my bosom was hushed  
 To the calm of despair ; I have lingered to see  
 The cold, heartless thing that a woman can be.  
 Yet, alas ! Is that dream of our love now all gone—  
 That spell which so fondly I hoped would prove true ;  
 And must I then wander o'er life's path alone,  
 That path which I hoped I should travel with you ?

His poem of "The Broken Vow" is also much in the style of Byron, where he says—

Take back again thy plighted troth,  
 Take back again the broken vow,  
 'Tis better, better far for both,  
 That I should cease to love thee now.

\*       \*       \*       \*       \*

Steeled be my heart against each spell,  
 Or, if that should, alas, be vain,  
 This much at last for both were well,  
 Never on earth to meet again.

In a poem entitled "Home" his ideas are fully expressed.

And dost thou ask me what is home ?  
 Fond whisp'rer from yon distant planet,  
 With questioning lips to mortals come  
 To tell the tale that angels cannot.

\*       \*       \*       \*       \*

'Tis not alone where roof and room  
 Without one heart tie to endear it ;  
 But home is where the heart can come,  
 And loving lips are there to cheer it.

\*       \*       \*       \*       \*

For home is where the star of life  
 For ever sparkles bright above us,  
 Where we have still some one to love,  
 And there are still some one to love us.

These quotations from Mrs. Maitland and Dr. Sparks indicate high poetic merit and a pure spontaniety of thought from full hearts, unalloyed with mercenary thoughts or actuated by selfish feelings.

In the newspaper press of the county have appeared from time to time poems of a high standard of excellence. In the old days Mrs. McGregor, near St. Marys, and of a recent date Mrs. Moscrip, of St. Marys, and Mr. A. Carman, of Stratford, have spent some time in dallying with the famous nine.

If several of our poets have displayed great merit in their work, the prose writers of this county have given our people an

honorable position in Canadian history. It is only a few years since the first contribution was made to our literature in the publication by Kathleen and Robina Lizars of "The Days of the Canada Company." This book contains much fine writing, and, although we are not prepared to give it a high place as a historical record, as a faithful picture of a certain class in society 60 years ago, it is invaluable. As writers of good English, the Misses Lizars take high rank. In their description of certain events in the olden time they are lucid and picturesque, and many scenes and incidents which transpired in the Huron tract, are rendered attractive by a profusion of beautiful language. A few years subsequent to the publication of "The Days of the Canada Company" these ladies issued another work, "The Humors of 1837," which was followed a year or two later by a novel, supposed to be based on incidents which occurred in the City of Stratford. The popularity of this work has not been equal to that of the other two. While it is well written, and one or two of the characters are well drawn, it lacks invention, with its twin sister action, without which no story can ever be attractive.

William Buckingham, now Manager of the British Mortgage Loan Company of Stratford, for many years editor and proprietor of The Stratford Beacon, is one of our best known literary men. He early distinguished himself as a writer on the county press, taking up the role of authorship subsequent to the death of Hon. Alexander Mackenzie. His biography of Mr. Mackenzie indicates fine perceptive qualities, and a command of sustained, dignified narrative, scarcely to be expected from one whose early years were occupied in writing articles for the public newspaper press, where short and decisive work is most effective.

In 1894, another work was issued from the press, by William N. Robertson, M.D., of Stratford. This is an extraordinary book, and indicates what can be said regarding the most ordinary matters of every day life, by a person having a most intimate knowledge of his subject. Dr. Robertson's work is on cycling, and as we read the really tasteful language, and marvellous treatment of this strange subject, we feel our misfortune in being born in an age when cycling was not so popular as now.

vide  
my copy  
of this



With the exception of a work issued in 1899, entitled "Pioneers of Blanshard," these publications constitute the principal literary efforts of the prose writers of this county since those days when pæans were sung to Indian maidens on Victoria's lonely shore, to the end of 1902. If the efforts of these writers are not such as to excite our wonder, they command our admiration, and are surely creditable to our county, and to those who have written them, and as years roll by will be treasures to those who will take our places in other days.

While these writers have contributed something to Canadian literature, in other departments of intellectual work this county is distinguished. Agnes Knox, as an elocutionist, has done something to extend the name of Canada into other lands, and added lustre to this county; Nora Clinch, in the highest musical circles of Europe, has had for many years no second place, and St. Marys is proud of their success. In painting and the fine arts, in education, and in many other of the ramifications through which human thought extends for increasing our comfort, and augmenting our pleasure, pace has been kept with other departments of our material development. The literary, educational, and artistic achievements of this county need no eulogistic annunciations from any writer in order to attract the public attention. Perth County has given to our own and other lands evidences of an unfolding of intellectual capabilities such as to make her name "respected at home and revered abroad."

## CHAPTER XI.

### AGRICULTURAL EVOLUTION.

It was not till a pioneer had passed the most intense period of his struggle with nature that he reached even the incipient stage of agricultural evolution. Although he had settled on what would one day be a farm, it did not become one until he made it. For ten or fifteen years subsequent to entering on backwoods life he was not farming, but bushwhacking. His land was there, certainly, but was not available for agricultural purposes. It could not be ploughed or cultivated in any manner whatever. It is true that from the bush he had evolved acres of blackened stumps. These clearings, with some regularity, were fenced into fields with snake fences. His operations for eight or ten years subsequent to clearing the woods were at a standstill until the stumps were decayed sufficiently to admit of their removal. There was one circumstance on which he fortunately could rely. It rarely happened that his first crop was a failure. In those early days land was full of moisture, and, amongst those blackened stumps, for once produced abundantly. Then, not as it is now, it made little difference when seed was sown—a full return on that virgin soil was sure. His first crop having been gathered, if he seeded with timothy, a scanty sward of grass could be obtained. Cultivation, however, for several years was impossible. The cleared land was one solid mass of stumps and roots, so thick and interlaced that no ploughing could be done. To obtain supplies for his family, desperate efforts were made to render some portion at least available. Pioneer implements were like pioneer settlers, apparently indestructible, but although constructed of enduring

material, often succumbed to an elm root and a pair of oxen. Fastening his cattle with a stout chain to the muzzle of his plough, he took his place between the handles, a long gad in his hand, and which, I am pleased to say, was rarely used, and never with undue severity. An axe formed part of his equipment ; also for emergencies. His plough frequently became fast under a root, defying every effort of himself and oxen to extricate it. Recourse was then had to his axe, cutting away the unyielding obstruction, before relief was obtained. If his oxen, under extra exertion, were able to break a root which had been drawn to its utmost tension, then one end would rebound to its former position, striking the unfortunate ploughman across his limbs with terrific force. This usually provoked an outpouring of spirit by the suffering operator, in language not un-Scriptural, but arranged in a manner altogether different from that heard in an experience class at a camp meeting, forming a strange travesty on the doxology, which polite people of to-day might mistake for profanity. But O, it was a deplorable condition for a poor man, who, day after day, kept up an unceasing call to his oxen, struggling at the end of a chain. In that lonely forest, without neighbors, penniless, friendless, his home a wretched hovel, his raiment and his fare scanty, his toil endless, no condition out of actual slavery could be more wretched. But, thank God ! there was hope, and to that we may attribute his success.

The scanty products of his operations were gathered together in a laborious manner. His hay he cut with a scythe. His grain was reaped with a sickle, and later on was cut with a cradle, raked with a hand rake, usually made by himself. His fork, a rather uncouth implement, was simply the forked end of a sapling. This was a fairly good article, and for all practical purposes quite useful. It had also this advantage, that in case of mishap it could be easily replaced from the adjoining woods. With his oxen and sled he drew his harvest to a place near the shanty, where he threshed it with a flail. His grain was winnowed by the breeze of heaven as he lifted it up ; and letting it fall slowly, the wind removed all light material, leaving his little store in fair condition

for use. This, without exception, was the system adopted by all old settlers for a number of years until the stumps could be removed. Destroying these old obstructions was a joyous period for the pioneer. On a dark October night, every thing dry as tinder, the spectacle of ten or fifteen acres of burning stumps was a most enjoyable one. As dark clouds rolled across the murky sky, freshening winds soon fanned each little flame into intenser life, imparting a flood of light to the landscape. Here, perhaps, a fire mounted and glowed around the decayed remains of an old forest tree that stood alone like an apparition of former greatness. Higher and higher it mounted, fiercer and fiercer it seemed to burn, hotter and hotter it glowed, until the flames had devoured its very vitals, when, falling at last to earth, there ascended a shower of sparks that seemed to reach up to heaven.

At this point, therefore, begins agricultural evolution, whose constant change in methods has raised this county to a high rank in advanced husbandry. Previous to this period, while environment was constantly changing, farm methods remained nearly the same. A transitional period was now at hand. Hitherto a pioneer's success depended largely on his physical strength and power of endurance. A man who could work hard day and night, subsist on scanty and rude fare, was likely to be most progressive. Activity of mind was a commodity which, although present, could not be made available as it can be now. In clearing land the battle was always to the strong. To-day a successful farmer may or may not be a man having a muscular arm or a strong limb. Husbandry is no longer a trial of strength; it is now a work for our reasoning faculties. Any farmer who is now an acknowledged leader in his calling will be invariably a man of ability and correct judgment, no matter what his physical organism may be. He is one who knows well that the master's eye is of greater consequence to success than the servant's hand. He does not now discuss questions of strength or endurance with his neighbours as in the old days. Objects of observation, scientific research, with the data and conclusions published by successful experimentalists, now occupy his attention. Those discussions on rotation of crops, fertilizing pro-

perties contained in soils, proportions of nitrates, hydrates, albuminoids in foods, the butter fat contained in a given quantity of milk from this or that breed of cattle, all indicate that progress in agriculture has been very great. The very fact of men interesting themselves in matters involving at least a limited understanding of these agencies, affords evidence of a higher range of thought, and a desire to obtain a knowledge of those principles which so largely affect their calling. His very first step, when the stumps were removed, involved an effort of the mind and a test of his judgment as to what system he should adopt in order to realize the greatest profit without exhausting the fertility of the soil. At all hazards this must be maintained, or those broad acres he had hewed from the forest by years of toil would in a short time become valueless.

During 1853 and 1854 an extraordinary impetus was given to agriculture by an event over which the pioneer had no control, but which, with caution and thrift, for many laid the foundation of future independence. A war with Russia was then in progress, and wheat values rose almost to famine prices. From 30 cents per bushel, which was all that could be obtained at that period, it advanced in a few months to \$2. Those settlers who had a large acreage cleared, sowed it in wheat, and, of course, realized large profits. While these values continued many a deserving and struggling backwoodsman attained to independence. Thus he found a nearer road to the goal he desired to attain than he had ever hoped. It must be remembered that results to all were not of that character. Many who had recently entered the woods, from such small clearing as they had been able to make derived no advantage from this inflation. To them it was in some degree detrimental by increasing the price of food necessary to support their families. To another, and happily a small class of settlers, these enhanced values were not only detrimental but ruinous. Many became excited over the facility with which money could be made, and rushed madly into speculation, expecting that existing prices would continue. Land, which had been leased from the Canada Company at \$2 per acre, was now being sold by lessees at \$20. Such profits were enormous, and speculation became wild.



The war closed, and wheat fell to 50 cents per bushel. This resulted in such a period of depression as Canada had never seen. Men, who were wealthy a few months previous, soon became poor, and, the greater quantity of land they possessed, so much more wretched was their condition. While the inflation lasted it was of great advantage to a large number, but it involved others in difficulties from which they were never able to recover.

In 1852, an organization became general in this county which has been of marked benefit to farm husbandry in every department, and without which agricultural evolution would not have been so rapid nor diversified in its results.

At this period, the strain of pioneer life was becoming relaxed, and a transition had taken place in farm management, which demanded an opportunity of comparison with those methods that had led to success, where they had been adopted. By bringing all products of the agriculturist once in each year into one place, a great educational system would be inaugurated. As these qualities of good and inferior are relative qualities, so an animal which appears to its owner as possessed of superior excellence, may appear quite deficient when compared with another of the same age and breed. In a friendly contest of this description in a show ring, agriculture has largely to gain. There is no doubt but that farmers in Perth County, and in Canada, have been aided in a marvellous degree by exhibitions, on their onward march to that high point of perfection they have now attained. A successful competitor, proud of his well-merited honor, pressed forward to still greater achievements. Those who did not succeed were now aware of their deficiencies, and determined before another trial of skill came on, that they would not only have repaired former defects, but reach a higher point than had ever yet been attained.

Competition amongst our great agriculturists is not actuated by such consideration as prize money received for successful achievements in a show ring. Agricultural evolutions sprung from higher principles. Those men who have led the van in our present advanced husbandry have been public benefactors, and any

advantage they may have obtained, financially or otherwise, has been nobly gained. Our successful farmers have protected their discoveries by no patent rights, their methods are free to the poorest of their brother farmers, as the sun of heaven to their fields.

Those breeds of cattle and horses, which now add so much to farm profits, were not introduced in this county for several years subsequent to 1852. As late as 1867, eggs, now an important farm product, had no commercial value, and could not be sold for money. Cheese was imported from the United States or Great Britain, and was not obtainable, except on rare occasions. Butter could not be sold, and was exchanged with tradesmen and merchants for goods at prices about one-third of what is now paid every day on the Stratford market. Merchants, as a rule, accepted this commodity from customers, at a price payable in goods, not that they desired it, but because they were desirous of obliging their patrons. They regulated the price largely by the goods accepted in payment. In many instances this product, which some good farmer's wife had brought a long distance through the woods, with the oxen and sled, was execrable. She received a similar price to that paid for a better article, and the merchant had to regulate his charges on goods in order to indemnify himself from loss on the transaction.

The first agricultural society was organized in this county on December 15, 1841. Mr. William Jackson was elected President, John Gowanlock, Treasurer, and J. J. E. Linton, Secretary. Fairs were held in Stratford at the junction of those streets in front of the Court House and Central School. It does not appear that these exhibitions were kept up with regularity until 1847. Subsequent to this period, and particularly after 1852, fairs or exhibitions were organized in several municipalities. No grants in aid of these societies were made by the townships till 1852, although from that date they have been continuous, if not as liberal as institutions of that importance would demand. In a very short time the influence of agricultural societies began to be felt. About 1860 farmers were making enquiries where improved stock of all kinds could be obtained. Hitherto, the old back-

woods cow, and her offspring, browsed in the bush throughout the county. She usually made her appearance with the first pioneer, and nobly did she fill her mission. Of what breed she was, no man knoweth. Doubtless, at the close of that prolonged wet spell, which was so disastrous to agriculture in remote Asia, she had stepped from the Ark when it rested on Mount Arrarat. Released from a mode of life so inconsistent to her nature, she availed herself of freedom once more, by seeking the forest. Where she spent her probationary period before entering on her high calling, in the woods, no one can say. Long before men had ever dreamed of Durhams, Devons, Holsteins, Polls or Jerseys, she was doing a noble work. She was essentially pioneer in her temperament, in her instincts, and in her power of physical endurance. The most dismal forest had no terrors for her. All day long, under a leafy canopy of forest trees, she roamed at will. All night long, under the sparkling stars, she persevered in her vocation, the bell on her neck sounding a continuous tinkle, tinkle, tinkle. She appeared to be possessed of an intuitive feeling, that unless she accomplished the work she had to do, the ill-fed children of some poor settler would not relish their scanty fare without her contribution. For those wild beasts that roamed the forest, she cared not a bogle. For her a brush fence had no terrors. If she became entangled in a windfall, far away in the woods, she faced the difficulty, as did Napoleon on his march to Italy, when he said: "There shall be no Alps." She simply considered there was no obstruction, and with one bound, Lo! she was free. In winter, she subsisted on browse, her favorite repast the tops of the sugar maple. At eventide, she retired to her accustomed place near the shanty door, where half smothered with drift, she stood meekly chewing her cud, until a new day brought new enterprises. Our reminiscences of the backwoods cow may not be always tender, still we cherish a warm feeling for her, as we do of much that now has gone by in days of yore; like much that existed in pioneer days, she also has passed away.

Previous to introducing pure bred stock into this county, our export trade was simply nothing in comparison to what it is now.

All farm products of this description were sent to Buffalo. An ordinary cow was sold for about \$15. An animal of three years old, for shipping, brought from \$17 to \$25. A horse was worth from \$50 to \$80. Lambs were worth \$2. Hogs, dressed, were sold for from \$2.50 to (on rare occasions) \$5. Trade in live hogs was not introduced for many years subsequent to 1860, that being the date to which these prices apply. During 1859, Mr. William Laing, of Downie, an enterprising and excellent man; Mr. Hugh Thompson, of an adjoining municipality, and later Mr. Black and Mathew Forsyth, of Blanshard, introduced pure bred Durhams into Perth County. Mr. Laing was the pioneer breeder, not only of Durhams, but Leicester sheep, which he bought in 1853. In that section of the country east of Toronto, and particularly in South Ontario, the Millers, of Pickering, Jas. I. Davidson, of Balsam, and Mr. Dryden, of Brooklyn, had laid the foundation of stock breeding, and which, through the exertions of these great men, soon reached a high standard. From this centre radiated our pure bred Durham stock, not only in this county, but everywhere in the west. We do not hesitate to say that the evolution arising from the efforts of these pioneers has resulted in enormous pecuniary profit to our farmers, and but for this movement, out of hundreds of thousands of dollars obtained by agriculturists in Perth for export cattle every year, nothing comparatively would have been received.

Improvement in horses came later. It was not till 1867 that the first imported Clyde horse was brought into this county. Mr. Thomas Evans, who had removed to Blanshard from Ontario County, introduced pure bred horses by importing from Scotland "Canobie," arriving in September. Those efforts of Mr. Evans to attain such results as had been reached in the County of Ontario were in a few years so apparent, that raising Clydesdale horses soon became a prominent industry on every farm. A singular combination of circumstances occurring at this period, gave a greater impetus to this department of industry than it otherwise could have attained. The abrogation of the Ashburton Treaty, at the termination of the American civil war, was followed closely by



protective legislation being enacted in that country. These events created a marvellous development in many industries in the United States. Amongst others, that of iron and steel in Pennsylvania, necessitating a large number of heavy horses being employed. These could not be obtained in their own country, and Canada being so contiguous, was swarmed with buyers from the south. Heavy horses advanced in price to a point never reached before in Canadian history. This movement was still further intensified by introducing the street car system in cities and towns. Street cars, at their inception and for years subsequently, were operated entirely by horses of lighter calibre. A demand was thus created for smaller animals, which our farmers were not for a time able to supply. While our market for horses was now most remunerative, other branches of farm husbandry were crowding in. Those importations made by Mr. James I. Davidson, John, George and William Miller, and introduced by Mr. Laing into Perth, had vastly improved our stock. In 1876 Mr. Thomas O. Robson, Samuel Sparling, William and John Weir exported the first load of cattle from this county to Liverpool, thus introducing a branch of trade which has added greatly to the wealth of our farmers. Prices of stock now advanced rapidly until (such has been the evolution of agriculture) many an old pioneer who had been rejoiced to obtain  $2\frac{1}{2}$  cents per lb for his beef and his pork received as much as 7 cents per lb live weight for his cattle, and to-day is in receipt of the same figure for his hogs.

Meanwhile development in other lines, opening up new industries for the farmer, were at his door. Hon. Thomas Ballantyne had made some investigations about 1864 into co-operative dairying, and subsequently erected the first cheese factory in this county. Milk stands were now seen on the concession lines, an object of curiosity to strangers, who were quite at a loss to explain or give a reason for such structures. A solution was soon evident.

This accumulation of concurrent events gave a great impetus to agriculture in this county, and, indeed, throughout Canada. Those old log structures, which constituted over 90 per cent. of farm buildings in Perth as late as 1860, were soon replaced by great



barns for shelter and accommodation of products. During the next 25 years a marvellous development was apparent in every department, and agricultural evolution made greater progress during that period than it has done either before or since. Roads were improved, substantial bridges were erected, brick residences built, and carriages of luxurious construction obtained for the farmer and his family, all indicating opulence and comfort.

Out-buildings, which had formerly been set on blocks, were now raised, and basements of stone, brick, or cement placed under them, as stables for stock. Root cellars, hitherto consisting of a hole excavated in a contiguous clay bank, and covered with clay, supplemented in winter by stable manure, were now allowed to fall into ruin and decay. Ample storage for roots was obtained under the barns, and so convenient that the labour of feeding was reduced to a minimum. In that period, between 1860 and 1865, the old turkey wing cradle was laid aside, and the reaping machine and mower was heard on many farms during harvesting season. These evolutionary inventions rendered agricultural life a vocation requiring comparatively little physical labor. It was fast becoming what it is to-day—a noble opportunity for displaying skill and intellectual power. Muscle is now no longer the dominant factor in successful farming. Success in agriculture is now an effort of the mind. Muscle being a subordinate quality, is a co-ordinate action only in materializing thought. So rapid and sweeping were these changes, that old pioneers could scarcely realize that harvest could be gathered without the old scythe and hand rake. It was a pleasant revelation to his family when it was no longer necessary they should, through the long weary day, toil on in order to secure the offerings of nature.

Evolution of the self-binder was slow. The use of wire for tying was a serious objection to its becoming general as an implement of economic usefulness on an ordinary farm. Persistent speculation and experimental calculations of mechanical experts ultimately triumphed, and the problem of binding with twine was solved. As it is manufactured to-day, this machine is an extraordinary production of scientific and constructive skill,

unapproached in practical utility by any implement on the farm. It seems a "far cry" from the ox-sled, the shanty and the flail, to the binder, the comfortable buildings, horse forks, slings, and steam threshing machines. A few are still remaining in the county, who will remember the little open threshing mill, with three or four yoke of oxen hitched to the open arms of a power set amongst stumps. This implement, which was a great improvement on the flail, consisted of a small cylinder and concave only. Through a small opening in front of this cylinder, the wheat was driven with terrific force, and a barricade was always erected to prevent it flying away to the four winds of heaven. A man was stationed facing the machine, his face protected with a cloth from the grain that would have cut into his flesh as it was driven outward, and drew away the straw as it accumulated. This, also, has happily passed away. That evolution which has given us the modern steam thresher, as it screams and roars, tearing the sheaves in pieces with a mouth of steel, as unsatisfiable in its devouring passion as an ocean whirlpool, or the scorching breath of a furnace, is a most welcome one.

No implement was hailed with greater delight by the farmer than the binder. It removed at once that pressure and strain for assistance which he experienced on approach of harvest, and a greater degree of independence was felt than before. It appeared as if evolution had resulted largely in his favor.

While all this was true, and this machine had rendered farm life more desirable, it proved disastrous to his vocation in a way he did not foresee, and could have made no provision against even if he had. That ease with which cereals of all kinds could be harvested rendered available for their growth millions of acres of prairie lands unexcelled in fertility. It undoubtedly made grain production on these prairies, not only feasible, but extremely profitable. This brought a formidable competitor into the market, which, under that old system of the cradle scythe, could not, nor would not, have been in existence. Without these machines, the vast plains of Dakota, Minnesota, and our own North West, would have little or no influence on the world's supplies. By its

agency, therefore, fortunes were soon made on these fertile lands for several years after its inception, until production far exceeded those demands made even by an increasing population. This resulted in a depression of prices such as had not been known for over a quarter of a century. Farmers in Perth County, and, indeed, throughout Canada, soon found that, though they had been relieved of much severe toil, the remedy was more disastrous to their financial condition than those ills they had formerly to contend with.

Every year brought lower values than that preceding it, until wheat, which had been sold for many years at a remunerative price, was fed to cattle and pigs on nearly every farm. About 1885, farming in this county had reached its highest point in success, and during the next ten years suffered a period of depression, such as many had not previously experienced. It must be noted here, that previous to 1860, scarcely any winter wheat was produced in this county. Spring wheat, which had been the great staple, was in 1863 or '4, attacked by an insect midge, and with such injurious results, that its cultivation had to be almost wholly abandoned. Winter wheat was subsequently introduced, and being impervious to the midge, was cultivated with great success. The profits arising from winter wheat culture, combined with prices obtained for stock, soon affected land. Prices advanced rapidly, and previous to 1885, when the collapse came, it was sold for from \$70 to \$100 per acre. After this period, in less than five years, it had depreciated not less than from fifteen to twenty per cent. To those farmers who had mortgaged their property, raising funds to increase their acreage, in many cases for their sons, this depreciation simply meant ruin. Under those favourable conditions which had prevailed, a margin of twenty per cent. would be considered a sufficient payment on an adjoining property. During that depressing period, however, this amount was soon lost. Thus, with commendable intentions and thrifty endeavours, many a farmer in this county lost his all, in his efforts to make provision for his family.

It is said that misfortunes never come singly, and this was

exemplified to a great degree by our agriculturists at this particular crisis. That sleepless and ever restless spirit of progress which gave him the binder, destroying his market for cereals, was like a nemesis still on his track. In its gropings in that dark sea of possibilities it seized and brought to light the electric street car. This beautiful and economic achievement of science fell on him again with crushing effect from another direction. For several years previous his energies were taxed to their utmost limits supplying horses at remunerative prices to street car companies. These, being now supplanted by electricity, were turned like a torrent back on himself. In this case, as with his grain, he was perfectly helpless. When electricity became general as a motive power on street cars, thousands of horses were thrown on the market, and sold at whatever price a purchaser chose to offer. United States farmers also had imported from Canada immense numbers of young Clydes for the purpose of improving their own. As soon, therefore, as Americans felt that they were able to supply their own market, an embargo was placed on Canadian horses, which has for years virtually killed the trade. All these circumstances had a depressing effect on agriculture, and my brother farmers will be my judges when I say that those five years, from 1890 to 1895, constitute the most depressing period that has overtaken them since the early settlement and development of this county. Every day farms were advertised for sale under mortgage and otherwise, for which no buyers could be found, and told all too well that the position of a husbandman at this period was not an enviable one.

If the self-binder effected a shrinkage in the price of bread-stuffs, which for a time was disastrous to agriculturists, it has in other directions been of great advantage. High prices obtained for cereals, previous to its introduction, led the farmer to adopt a system in their production which was rapidly depleting the soil of its fertility. His whole energy was expended in producing wheat, almost exclusive of other branches of husbandry. This exhausted his land, leading to frequent failure of crops, which he attributed to every cause but the correct one. Weeds became so



prevalent that they could scarcely be controlled, and were fast completing what he had begun, a total extinction of plant food on his farm. New methods had to be adopted. To compete with the western prairie in wheat growing was impossible, and his vain efforts in that direction hitherto had resulted in financial embarrassment and disaster. At this point in our history, therefore, may be said to begin our present operations in high class farming.

Co-operative dairying, introduced by Hon. Thomas Ballantyne in 1867, had now, in many sections, become general and remunerative. In 1881 the first creamery on the Fairlamb, or cream gathering system, was erected in Blanshard. In 1876 T. O. Robson and others first exported cattle to Liverpool from Perth County. Experiments at Guelph College taught the farmer that feeding swine under a covering of snow in a fence corner was not the most profitable method. It taught him also what was of equal importance—that to realize the greatest profit from his operations his animals must not exceed a certain weight. He is now charged with disposing of this product at weights so light as to endanger his market. Be this as it may, he is not farming purely from philanthropic motives. So long as buyers do not discriminate in prices he will likely produce that which is most profitable to himself. In consequence of these changes in his method fertility is being restored to the soil. By growing clover, and by pasture, weeds are being eradicated. A better and more profitable system is being carried on, greatly to his profit.

It is asserted that a discontinuance of wheat growing by introducing the binder is largely responsible for a decreased population in rural municipalities. This is no doubt true, but it is not an evil. If the waggon maker, shoe maker, tailor, and other rural tradesmen, who were located at the "corners," are no longer to be found, their absence is not detrimental either to themselves or those surrounding. He is not lost to our country. He has simply removed to the workshop or factory, where his labour is still in demand at a fair compensation, and his earnings promptly paid at the period agreed upon. Improved machinery is now available, and he can construct a better implement or vehicle,



which is sold at one-third less cost to a consumer than he possibly could do in his little shop on the concession line. This argument will also apply largely to farm hands. Many of these have left the farm, it is true, but, like the mechanics, they are not gone from Canada. What has taken place is a change of residence and vocation. If they are not swinging a cradle in the harvest field, they are constructing machines that will do better work than could be done with a scythe, and at much less cost. Evolution of farm life during the last 20 years has been great, and, even if the rural population has decreased in number, there is no cause for alarm. Farmers have not been losers, and let us hope that those who were farm laborers have been benefited by the change. In Perth County over 80 per cent. of the land is now cleared, of which in 1900 about 57 per cent. was under crop. The valuation of field products in that year was \$4,347,468 ; orchard and garden, \$250,000, Live stock sold, \$1,653,595. Twenty-five cheese factories produced goods valued at \$500,000. Creamery butter brought \$100,000, making our produce for one year in these departments \$7,000,000.

The value of real estate, returned by assessors, exclusive of Stratford and St. Marys, was \$20,000,000, to which may be added at least 12 per cent. to find its actual market value ; buildings, \$7,752,736 ; implements, \$2,016,159 ; live stock, \$4,663,431, or a grand total of about \$38,000,000, as being the working capital of farmers in this county.

Meantime, as agriculture was passing through this period of depression, evolution in other departments of husbandry was opening up new avenues of profit. Commercial and transportation facilities had made great progress, completely revolutionizing old methods. Poultry, previous to 1860, was not profitable. For this class of goods no market had been established. The system of storing eggs for export, introduced by J. D. Moore, of St. Marys, in 1867, created this now important source of agricultural income. On every farm this forms a large portion of its cash revenue. A system of cold storage was long in existence in Mr. Moore's warehouse before it came into general use in other

sections. In marketing farm products of various kinds, cold storage has been of marked advantage. By establishing dairymen's associations, through the instrumentality of Hon. Thomas Ballantyne and others, and introducing co-operation in the factory system, much has been done for this county.

Another important factor in evolution of later years is the Agricultural College at Guelph. Experiments carried on in that institution, and disseminated to every corner of Ontario, have been characterized by their scope and reliability. This innovation was looked upon by many farmers, in whose interest it was founded, for years with suspicion. They regarded it as not being introduced for their benefit, but as a quiet retreat for superannuated politicians. Here they could regale themselves in innocent retirement, on dairy skimmings, and that more nutritious product made from the first milk of renewed cows. Here could they rest after their patriotic labors in nation building, innocent of personal advantages, guileless as the prattle of new born babes. Fortunately for Ontario, it was saved by the good sense and honest conduct of Principal Mills, under whose management it has become an institution of which this country may boast. In proof of this assertion, I refer my readers to those thousands of farmers who visit it every summer, with increasing pleasure and certainly with increased profit. Farmers' institutes, introduced twelve years ago, have also been prominent factors in agricultural education. Those discussions, which take place at their meetings, have aroused a spirit of enquiry, and provided a means for an interchange of methods and ideas amongst farmers, productive of lasting good.

Evolution in this department of education has done more than I have hinted at so far in this chapter. It has developed a faculty in the agricultural class, which was supposed not to exist even by themselves. That a farmer, nay, that a large number of farmers, are not only able to speak in public, but are able to speak well, would be a matter of surprise to those orators who launched their political thunderbolts in the log school house forty years ago to an assemblage of what they considered gaping clowns, redolent

of perspiration and bad tobacco. Still, away in an obscure corner of those old buildings, eyes were even then peering through the light emitted by the solitary tallow candle, that in later years shone with greater brilliancy than ever did those of the champion elucidator, who stamped, raved and roared, thumping the teacher's desk, in order to give point and force to an argument, which in reality was destitute of both.

In every department of agriculture now, educational facilities are afforded those desiring them, without money and without price. Horse breeding, cattle breeding, sheep, hogs and poultry associations, are all engaged in disseminating knowledge to the Canadian farmer. As we have stated elsewhere, a survival of the fittest no longer applies to muscular effort, in agricultural success. Progress arises now from that higher intellectual development, which enables us to change material things, rendering them subservient not only to our happiness, but largely extending our sphere of usefulness. Thus, we are smoothening the path for other wayfarers journeying on the same road, who may not be possessed of such exalted attributes as ourselves.

It is hardly possible at this present time that any farmer can plead ignorance of the theory or practice of agriculture as a cause of his non-success. The transactions of all those various societies and associations are scattered broadcast throughout our country every year. In those records are found the experience of our best men ; aye, there will be found the accumulated experience of many great men who are no longer with us, but whose work remains to show as a clear path where they had trod when all around was darkness. This work of these old husbandmen is now a nebulous constellation, whose light will shine in remote years into the home of every farmer in Canada.

On every hand, therefore, we are pleased to note in this county the path of progress is beaten smooth by an onward marching of many restless feet. Old methods are set aside. They have served their time as instruments of development, and, like cast-off garments, are laid away never to be restored. If the self-binder has rendered wheat cultivation less profitable, those various associa-

tions with the Guelph College, through its experimental work, have so plied the farmer at his own fireside with such an array of facts as compelled him, in spite of his conservative character, to adopt new methods. By introducing these suggestions and innovations, his success is a matter of surprise even to himself. If he had been left alone, if no effort had been made to open up new systems, where he could apply his energy with some hope of fair remuneration, his condition would have been hopeless indeed. It would have been vain for him to attempt these experiments himself. He had neither time nor appliances at his disposal for their successful prosecution if he had the training: Farmers in this county, and, indeed, agriculturists everywhere, were fortunate in having Davidsons, Laings, Millers and Ballantynes to urge upon our public men the necessities of action to restore in some way that prosperity which, for a while, appeared to have passed away. As a result of these efforts we have now attained a supremacy in the British markets for nearly all our products. But, while this may be so, we must not forget that we did not attain that position without a severe struggle. Let us not forget that on the pinnacle of fame there is no room to spare, and an ever present danger of falling. Let us not forget that the price of supremacy is eternal watchfulness. Let us not forget, that to retain our prestige, it must be guarded with a miser's care. Let us not forget, that if once lost it may be like virtue that never can be restored.

The outcome, therefore, of all this chipping and hewing, this pulling down and building up, this clearing away old systems and setting up new methods, has been to give the skilled and educated farmer a preponderating influence amongst those of his calling. Notwithstanding high prices paid for labour to a man who understands his business, profits in agriculture are greater now than ever before. As might be expected, land is increasing in value, buyers are now quite numerous, and sales are easily effected. Interest on money is falling. Bank deposits by the farmers in Perth County are increasing to such a degree as never previously attained, all indicating that this period of depression has, happily, passed away.



Meantime, while these great and salutary changes were being wrought out in agricultural methods, that agency which had been largely instrumental in bringing them into existence was apparently falling into senility or decay. If the rural exhibition or show fair had not outlived its usefulness it was fast passing that of its popularity. It had been a marvellous educator, and an effective promoter of our advanced agriculture. It was the nimbus from which radiated that great improvement in stock, as well as many of those methods which have added greatly to our profit. That agency which brought men together, to compare products of skill, was an agency that promoted rivalry in the show ring. Rivalry in the show ring brought into existence a determination to achieve greater success. This, again, created a spirit of enquiry amongst exhibitors themselves how such results could be further extended and made more beneficial still. This desire led to associations being formed in every department of farm industry, to discuss methods and relate experiences. These were the class meetings in agriculture, where each in turn told others all the good that had befallen him by adopting certain methods. With a noble generosity, savoring more of philanthropy than that selfish feeling which, to a greater or less degree, animates all men, every new discovery was free to all. In our agricultural system there are no patent rights. What is known to our greatest and most successful farmer is the property of every living soul if he choose to look at it. It is this splendid aspect of rural life which distinguishes it from all others.

Though these various agencies in agricultural evolution may have accomplished much in Perth County, by a united effort they might accomplish much more. It must be borne in mind, that good as these associations are, and good as the local exhibitions may be, there is a vast amount of knowledge in connection with successful agriculture that cannot be communicated in a show ground or association class meeting. This information must be set forth and exemplified on the farm itself. In recognition of this important principle, therefore, the Agricultural College has been established at Guelph. At this institution, instruction is



imparted in practical husbandry. A young student at this school may now be possessed of more practical knowledge of agriculture, in a year or two, than his forefathers were, after a long life of patient investigation.

A tree that has produced such fruit as our country fair, should not be allowed to pass out of existence without a proper enquiry into those causes which have led to its apparent decay. There may yet be some sap in the old trunk, which can be utilized before it is allowed to topple over and be laid with the ox-yoke, the sled, and the old muley cradle. As a matter of fact, the country fair has been assailed from without, and whatever inanition may exist in it at present does not arise because its usefulness is gone. Those principles underlying the country fair never can be gone. Everything that is lasting and useful must rest on a sound foundation. This foundation ought to be a concrete mass of elementary knowledge, which, in progressive minds, evolves into great principles. A youth learns his alphabet. On these letters, therefore, as a foundation, will rest all his equations, definitions, disquisitions, "isms," and "'ologies." To send him to a university, at the outset of his career, would be like inverting the order of creation. To climb the hill "difficulty," all must start from the plain. It is important when we begin our journey, which may or may not lead to success, that our path should be smooth, and every step in our ascent be as easy as possible. By and by, the wayfarer will gain confidence in himself, as he proceeds, and obstacles that would appear insurmountable at the outset of his career, will further on only add zest to his determination.

If these elements lead to success in academic lines, they have also a similar influence on agriculture, through the rural show. Few men, entering on the business of stock-breeding, make their first appearance at some great exhibition in Toronto or elsewhere. Here they would have to enter the lists against old veterans, who have made Canada's name great as an agricultural country. In fact, it requires considerable courage and assurance for an exhibitor to enter a show ring for his first time, even at a township fair. It is quite possible he may have seen his neighbor's stock,

likely to come into competition, and is satisfied of the superiority of his own, before he makes an attempt. His conduct in this case may be called cowardly—it is not cowardice, it is caution, and caution well applied.

I may be asked, however, as only one can be first, what effect would failure have on other competitors. Failure implies a want of excellence in the goods on exhibition, and the act of comparing, in itself, affords an object lesson for all parties to be found nowhere else. If an exhibitor, who has to accept second or third class honours, is possessed of those qualities essential to success, his failure will stimulate him to greater exertions in overcoming those defects, which led to his defeat. On the other hand, if defeat drives him from the ring, agriculture has lost nothing. Any man, who leaves the field at his first repulse, will never accomplish much for himself nor any one else.

Before closing this chapter on our agricultural progress, I may be permitted briefly to notice those arguments put forward by those who desire to destroy the old pioneer institution of the rural fair, which, in this county, since its general inception in 1852, has done a great work.

1st. It has, they say, served its purpose, as did those old pioneers who brought it into existence. They are now of the past ; bury it with them.

2nd. These fairs have degenerated into a harvest field for fakirs, who ply their nefarious vocations in a manner detrimental to our youths from the rural districts.

3rd. Horse racing engrosses the attention of visitors, and there is no time to glance at fancy quilts, needlework, big pumpkins, fat steers, or overfed pigs. A young lady performing on a wire, whose garments are suggestively scanty, in her frantic efforts to arrange her hair with one of her feet, is an attraction for many, especially vulgar male visitors. Times are now changed since those good old days, when an exhibitor, with his wife and family, sat near the sheep pen, or chicken coup, masticating a substantial repast the good, careful woman had brought from her home. In fact, it is asserted our country fairs are anything but an agricultural

show. There is an apparent truthfulness on the surface of these assertions, which ought to be noticed.

1st. Simply to assert that an institution has outlived its usefulness is in no wise significant of the fact. That it was brought into existence by our old pioneers is true. It is also true that they brought into existence those farms, fields, and roads, and laid the foundations of our present prosperity in Perth County. When they organized the township fair, it exemplified those elementary principles that nothing so far has superseded. If it is greater to create than to destroy, then let those who are desirous of pulling down the old institution put forward something to replace it. We cannot afford to destroy public schools because universities and colleges are being multiplied. Neither can we afford to destroy local fairs because larger institutions exist elsewhere. Both are requisite ; let both remain.

2nd. To say that show grounds are infested with fakirs to a greater extent now than they were fifty years ago is not correct. If the presence of these people is not an unmixed good, neither is it an unmixed evil. It is a peculiarity of many, particularly of young people (not by any means to their discredit), that at a certain age more knowledge than they now possess would be superfluous. Whatever a fakir may know of his own business, some untutored swain is satisfied he can teach something more. We also have ignorant, greedy old heads who want something for nothing, and they think now is their opportunity. These two classes comprise the patrons of all wheels of fortune and soap fakirs. To be duped out of a few dollars by one of these men is a positive gain to a young person, teaching a never to be forgotten lesson, that, notwithstanding all our knowledge, there is still something to be known.

3rd. It in no way detracts from the usefulness of a rural exhibition that all visitors do not stand in ecstasies admiring a fat pig grunting in his pen, or an overgrown steer leisurely reclining in his stall. The great mass of people who attend agricultural shows have certain proclivities, and the desire or taste of each will guide him unerringly to that exhibit which is most agreeable to his

interest or his liking. Thus, horsemen will be found with the horses, stock breeders will be found at the stalls or pens of cattle, sheep, or swine. Others will eschew all of these, and feast their eyes on a painting, fine needle work, or domestic manufactures. This will occupy a portion of the day only, when all, having enjoyed those triumphs of skill each in his own department, will seek pleasure in other directions. Thus, every skillful manager of an exhibition will provide means of rational entertainment for its patrons along with that instruction to be received from exhibits. In every department of farm husbandry there are only a few who lead, and to these is relegated by common consent the responsibility of maintaining and raising still higher the standard of excellency, that all may profit thereby. By removing this means of comparison, and taking away the honorable and public recognition of superior skill, a great incentive to all progress is destroyed.

Again, to make life worth living, there must be some relaxation. Amusements at all public gatherings are indispensable, and form an important part in every condition of our lives. When all departments have been visited and commented upon, a place on the grand stand is enjoyed by all. If the colt of one neighbour beat another's in the farmers' trot, failure is not disappointment. Let it go ; we have had a good time, and the old show fair is getting better every year. It would be as reasonable to take away our churches, because some agriculturist attends punctually every Sabbath day for no apparent purpose beyond enjoying a quiet nap, his head rolling around on his massive shoulders, during service, as listless as one of his own turnips. Churches are indispensable in maintaining an exalted standard of good, as our rural exhibitions are indispensable in maintaining a high standard of agricultural progress. Rural shows are inductive, as public schools are inductive, and both are essential to our development.

We have pointed out in this chapter the evolution of agriculture in Perth County, although our deductions are in a manner applicable to all Ontario. I may be permitted to emphasize that inductive transition, from the rural show to the various associa-



tions, thence onward to the central exhibition, thence onward to the agricultural college, thence onward to the fat stock show at Guelph, which seems to be the greatest triumph of all. It is a marvellous skill that detects in a herd of cattle, all good, some individual whose adaptability excels all others in beefing qualities, by certain indications unknown to an ordinary observer, but clear as noon-day sun to a skilled agriculturist. It is quite as marvellous, that having made a selection, he should be able to gauge its powers of assimilation so correctly, that a ration supplied will produce the highest possible results without endangering its vitality. This show is more than educational or inductive ; it is impressive, and a revelation to thousands of clever, intelligent men who visit it that they will never forget.

Notwithstanding all that has been accomplished during the last fifty years, there is yet no time to rest. No one of those old veteran agriculturists, who have done so much to exalt their calling, will say, here we must end. We have only begun to ascend the hill, and may be said to rest on a ledge, where we can trace our steps on the plain below. In agricultural evolution there is no rest. We must continue to advance, but on other lines from those of old pioneer days. Culture, skill, scientific knowledge, and the accumulating conclusions of investigators, will more and more become factors in agricultural success. Let the husbandman, therefore, place his scaling ladder on the mountain side and prepare for a greater ascent, and a more extended view into new fields yet unexplored.

I, therefore, beseech my brother farmer to acquire a true appreciation of the dignity of his calling. His position is not that of a peasant, but a country gentleman. His mission is not to till the ground only, that the world may have food to eat and clothes to wear. The Almighty Maker of heaven and earth has so ordered, in His wise beneficence, that the life blood of the nation must forever come from the pure source of farm life. The great centres of trade must continuously draw their best elements from the concession lines. The country gentleman of the middle class, in every age, has been the bulwark of freedom, and in Great



Britain, on more than one occasion, saved the State. This is the natural position of a Canadian farmer. Let him stand forward, therefore, and assume those responsibilities that Heaven designed he should bear. Let him lay aside his crouching servility to party politics, whose manipulators, under party leaders, are in too many instances, base, unprincipled rascals. Let him assert himself as the champion of a broad nationality, and if exigencies should arise as of old, where his arm is required in defence of equal rights to all, may he, like his forefathers, stand as a wall of fire in the best interest of his country.

## CHAPTER XII.

### DOWNIE.

The Township of Downie was named in honor of Robert Downie, Esq., a director of The Canada Company. It contains, in round numbers, 49,000 acres of fine land, and is valued on the roll of 1901 at \$2,064,750. In 1829, that portion fronting on the Huron road was surveyed by Mr. McDonald ; concessions Nos. 2 and 3, in 1832 ; a further portion, in 1835 ; the whole being completed in 1839, by Mr. Carrol. This latter part was a portion of the Gore, adjoining Blanshard. In its easterly section Downie was swampy, extending from the Avon at Stratford to Zorra. In the Monteith settlement, about four miles from Stratford, a detour of eight miles had to be made with ox teams in order to reach the village. It is also worthy of remark, as indicating our marvellous progress, that people still living can remember on one occasion when an old settler kept watch during a long dreary night, listening to a pack of howling wolves, in their frantic efforts, trying to gnaw holes through a log building that they might regale themselves on a young domestic animal that it contained.

The system of agriculture pursued in Downie is that of mixed farming, and, having such excellent soil, has been attended with abundant success. In every department a high point of farm husbandry has been reached, as will be noted further on. Topographically it is level in the eastern portion, rising to hilly in its western parts. Excellent drainage is everywhere obtainable, it being intersected by streams of considerable magnitude flowing through well defined valleys.

Along these streams, therefore, will be found the earliest trace



# DOWNIE OFFICERS FOR 1902.

Standing, from Left:—Thomas Armstrong, Auditor; John Worden, Auditor; Peter Smith, Clerk; Patrick J. Payton, Treasurer; John McKellar, Collector; Wm. McKay, Assessor.

Seated, from Left:—James Bradshaw, Councillor; S. B. McKay, Councillor; George Kastner, Reeve; John Murray, Councillor; William Ballantyne, Councillor.





of settlement. This is a peculiarity of all new countries, from the beginning of all time to the present. In Perth County civilization is first found on the Avon, at Stratford, next on Black Creek, at Sebringville, then on Trout Creek, where first were located Monteith, Rankin, and Dempsey, and again at Avonton, far away in the wilderness, where John Murray came in 1842. It is also worthy of note in a new settlement how various nationalities group themselves together, doubtless for mutual sympathy and friendly communication. Thus, in the south-east corner we find a group from the North of Ireland, Monteith, Rankin, Dempsey, Wilson, Nelson, Thistle, Dunsmore, Robb and Hesson. South-west, from the South of Ireland are Clyne, McNamara, Hourigan, Killoran, Payton, Walsh, O'Connor and McCann. North, along the Goderich road, are Germans, and we have such names as Seebach, Kastner, Sebring, Pfrimmer, Arbogast, Shelleberger, Klein, Goettler, Goetz and Schweitzer. North-west is a Scotch settlement, and here, particularly along the Avon, we find the Ballantynes, Murrays, Dunlops, Strathdees, Thompsons, Grahams, McIntyres, Stephensons, Armstrongs, Muirs, Aitchesons, and many others whose names indicate Scotland as their birth place. Settlement in this township, which began in 1832, was not completed till 1850.

Those commercial centres, developed and fostered by the G. T. R., in building up St. Marys and Stratford, have absorbed the entire trade of this municipality. Its facilities for shipping at these two points, and at Sebringville and St. Pauls, are not excelled by any township in this county. In addition, Downie has splendid roads, rendering transportation of agricultural products a matter of no difficulty. With such favourable conditions for trade, it should not be a surprise if in so wealthy a township within its limits no villages of importance are to be found.

Sebringville, partly in Ellice and partly in Downie, four miles west of Stratford, is the greatest. This village is a station on the B. & L. H. R., and has several excellent business places. Here are located one large general store, a drug store, tin, stove and hardware store, three hotels, flour mill, chopping and planing



mills, two cider mills, one flax and two sawmills, furniture and undertaking establishment, two blacksmith and one waggon shop, jewelry store, harness shop, and two shoe stores.

Sebringville was named in honor of John Sebring, an American, who located here in 1834, and by erecting a sawmill thus became its founder. His son David was first storekeeper and postmaster, his place of business being erected on lot 18, con. 1, Ellice. The first hotel still stands, now known as the "Arlington," and was built by a Mr. Kinnaird. Another old settler, and prominent man in Sebringville, was Mr. Henry Scarth, now deceased.

Actual settlement first began in this neighborhood on lot 19, con. 1, now, and for many years, the property of Andrew Goetz, J.P. Other pioneer settlers were Michael Stoskopf, Anthony Goettler, Joseph Ackersviller and John Schweitzer. Of those old business men, only two are now remaining, Andrew Goetz and Ernest Schmidt.

In 1843, a school was erected on lot 12, con. 1, Downie. This, as will be found elsewhere, was organized by J. C. W. Daly, in 1842, and was for several years the most westerly in Perth County. Its history is somewhat unique, having had two teachers, whose united period of service was 47 years. First of these was Hugh Hamilton, from 1843 till 1865, and Mr. George Hamilton, now county treasurer, who was incumbent from 1875 to 1900. Mr. Hugh Hamilton, now deceased, was a worthy man, and greatly respected during his long tenure of office.

Kastnerville, a short distance east of Sebringville, was founded by a family of Germans, named Kastner, also pioneer settlers in this district. This is a pleasant country village, although its commercial progress has not been so great as that in the west. Stratford, a few miles away, has absorbed all that trade which naturally would have centred in Kastnerville, thus retarding its advancement.

St. Paul's, or "St. Palls," as it was formerly known, is a station on the G.T.R., and contains a store and postoffice. In 1877, this point was chosen as the capital of Downie, and a township hall erected, where the municipal council meets for business. Considerable quantities of farm produce are shipped at this point.

Avonton is a pretty village on the Avon, about seven miles from Stratford, and an equal distance from St. Marys. This place was founded by Mr. Archibald Shiels, in 1852. Mr. Shiels was for several years clerk of Downie, and erected a store at this point, afterwards obtaining a post office. There is also a saw-mill, blacksmith shop and a neat Presbyterian church. This village, especially in summer, is very picturesque, nestling low down in the valley along the stream. Avonbank, a short distance further west, has a Presbyterian church, a large cheese factory, public hall and post office. In other sections of Downie are Conroy, Harmony, Fairview, and Wildwood, all post offices.

Downie, with a population of nearly 3,000 souls, has fewer churches than any other municipality in this county, there being only three. Of these two are Presbyterian and one Methodist. This does not imply, however, a disregard for religious observance. On the contrary, no citizens could be more punctual in discharging their sacred obligations.

Stratford and St. Marys, adjoining this municipality, are centres where a large number attend divine worship every Sabbath day.

To an excellent pamphlet published by Avonbank Presbyterian Church we are indebted for many facts in connection with the congregation itself, as well as throwing much light on the early settlement of Downie in this section. Up to 1842 this whole district was a wilderness, when John Murray located at that point where is now Avonton. Scarcely a tree had been cut where St. Marys is now built. Subsequent to Mr. Murray came Adam Oliver, who penetrated about five miles deeper into the woods, still following the Avon. These two being at that time alone in this vast wilderness were considered near neighbours. In 1843 and 1844 came John and Neil Stephenson, William Rodgers, James Gillies, David Muir, the Elliotts, and Thomas Brooks. As their names indicate, these pioneers were Scotch, and Presbyterian services were at once held, in 1843 and 1844, at Mr. Kennedy's house, on the River Thames. Meantime Mr. James Gillies organized a Sabbath school, which he conducted in his own shanty, until those attending had out-grown his means of accom-

modation, when it was removed to that of Mr. Brooks. In 1845 a congregation was organized, upon a petition signed by 104 persons residing in Blanshard, Downie, and Fullarton. Hitherto ministerial work had been done by Rev. Mr. Skinner, who was first Presbyterian minister in this district. The prayer of this petition being granted by London Presbytery, Rev. Mr. McKenzie preached in Blanshard on February 24th, 1845, a few miles east of St. Marys, at morning services, and in that village during afternoon. On the day following elders were elected, viz., William McGregor, James Muir, Duncan McVannel, and James Swan. This was the first kirk session ever elected in Blanshard, Fullarton, St. Marys, or Downie. In 1847 their first communion was dispensed in Mr. Adam Oliver's log barn, Rev. Mr. Skinner officiating. Later on in that year a log church was erected on the site where the present edifice now stands, the land being a gift from the Canada Company. For nearly a year this structure stood roofless and bare, there being no funds to complete it. When at last it was made habitable a great storm passed over this section in 1852, "tirling the kirks," leaving four roofless walls to denote where this one had been. This old roof was again gathered together, and laid on the logs in a horizontal position, which, on wet days, was not conducive to the comfort of the humble worshippers beneath it. These disasters did not deter them from regular attendance. On Sabbath mornings they came long distances through the woods, the ladies barefooted, and the gentlemen in their shirt sleeves. At their first communion, a lady, with her husband and several other lady friends, walked from near St. Marys, all barefooted, five miles to the place of meeting. Wine for this occasion was procured in London, where William McGregor and John Weir walked to obtain it, a distance of 30 miles. During 1852 Rev. Dr. Proudfoot, who had been inducted a few years previous, resigned his charge, and was succeeded by Dr. Caven, now principal of Knox College, Toronto. Meantime St. Marys was rapidly growing in population, and in 1856 was found to have ample field for a minister without other stations. In August of that year St. Marys was set apart from Avonbank, and

became a separate charge under Rev. Mr. Caven. Subsequently a union was formed between Avonbank and Motherwell, when a call was extended to Rev. Robert Hamilton. This call promised a stipend of \$500 per annum. Dr. Hamilton, then a young man, accepted, and on June 30th, 1858, was inducted into that charge, where he successfully laboured for a period of over 40 years. In 1860 this old pioneer church was replaced by a brick building, which, in turn was, in 1890, replaced by the present brick edifice, erected at a cost of between \$4,000 and \$5,000. Members attending this church are now 110. In 1857 Avonton congregation, which, till this period, formed a part of that of Avonbank, was set apart as a separate organization, and a small frame church erected. Under the ministrations of Rev. Mr. Doak, who was its first pastor, this church continued to prosper, and an addition to the original frame structure was made. Services were conducted in this building for several years, until an increased number on its roll of members rendered a more commodious building necessary to meet the wants of the congregation. In 1894 the present brick edifice was built at a cost of \$8,000. This congregation is still in a flourishing condition under the pastorate of Rev. J. H. Graham, having a total of 214 members. There is also a good Sabbath school in connection, where an average of 95 pupils meet for religious instruction, under the superintendence of Mr. Frank Bell. A bible class with about 20 young people is conducted by the minister.

The Methodist Church at Harmony, situate on lot 1, con. 7, Downie, was founded at an early date by J. H. Dunsmore, John Libbins, Charles Lupton, sr., Robert Timmins and James Dunsmore. A Methodist missionary named Cleghorn, while on a journey from Shakespeare to West Zorra, lost his way in the woods, and, in the course of his wanderings, reached a settler's house, where he remained for a time. Services were held, and the surrounding backwoodsmen, manifesting an interest in these religious exercises, decided to form a congregation to be known as "Harmony." The little society continued to hold worship weekly in private houses, and afterwards in a school building, until



1864, when a frame building was erected. Its first stationed minister was John S. Fisher. This church is still progressive, and, under the present pastorate of Rev. W. M. Pomeroy, interest in the work is still being maintained.

The municipal history of Downie begins in 1842. Prior to this period all appointments were made by the Crown or Court of Magistrates, who were appointees of Government. In terms of the Act of 1841, a meeting of the inhabitants of Downie, Blanshard, and Fullarton was held in the school house, Stratford, to elect certain officers and pass such legislation for their local government as they considered necessary. At this meeting George Dixon was chosen chairman, J. C. W. Daly elected district councillor; Matthew Robb, township clerk; William Cashen, assessor, and George Gibb, collector. For school commissioners were chosen, William Smith, James Monteith, John Gibb, Samuel Robb and Arad Priest. This meeting also appointed overseers of highways and poundkeepers. In 1842, Downie had fourteen road divisions, which were in charge of James Carpenter for No. 1; No. 2, Henry Reinstaller; No. 3, William Dunn; No. 4, Edward Donkin; No. 5, Samuel Monteith; No. 6, Arad Priest and Mathew Wilson; No. 7, John Switzer; No. 8, Charles Rankin; No. 9, Patrick Heron; No. 10, George Dixon; No. 11, Samuel Colter; No. 12, Thomas Canville; No. 13, James Boyd; No. 14, John Ballantyne. Fence viewers: Jacob Cramer, Michael Balt, for Fullarton; Richard Cawston and Thomas Wilson, for Downie. Poundkeepers were John A. McCarthy and Joseph Jeosswiller. These officers were the first elected by the people in this county. In looking over these road lists an approximation may be arrived at, as to population in Downie at that period. There can be very little doubt that the name of every able-bodied person was placed on the lists, every person being required to perform statute labour. In 1842, one hundred and twenty-three ratepayers were recorded, this, of course, including that portion of Stratford situate in Downie. These performed three hundred and ninety-five days' labour. Assuming each of those ratepayers represented a family of three, this would give



Downie a population, including a portion of Stratford, amounting to less than four hundred souls.

Their electoral duties being thus completed, that of legislation was next taken up, and by-laws were passed :—"1st. That every rail fence should be four and one-half feet high, above which was to be posts and a single rider, the lower four rails not more than four inches apart. 2nd. Breachy cattle, not allowed to run at large, unless yoked with a T, having two sharp nails opposite the nose, and also to carry a bell. Stags not allowed to run. No pigs allowed to run under two months old ; all above that to be free commoners. Any hog, whatever, committing damage within a legal fence, to be impounded, and all breachy hogs to be sufficiently yoked. All poultry shall go at large, except from the time the grain begins to ripen until it is in the shock. If a tree falls across a road, it must be removed by the nearest settler within twenty-four hours." These by-laws were again amended in 1845, '47, '48 and '49. Mr. Robb appears to have been a careful officer, diligently performing those duties appertaining to his office. On January 3, he says he attended the election of a district councillor. He put up notices for township officers to attend at Stratford, and sign their declarations. He sent a copy of his proceedings to the Clerk of the Peace in Goderich, and posted another on the school house door in the village.

In connection with this meeting a cash account was submitted, of funds expended on roads by the magistrates. In Downie these disbursements amounted in 1842 to £33, 17s., 9½d. £3 was paid to William Monteith for money expended in 1839. Mr. Thomas Patrick was paid £2 for repairing Stratford bridge. Mr. Robb received a further sum of £4, as a fine levied on Elizabeth Nichols ; also £1, 8s., 9d., wild land taxes. He also received 12s., 6d. from J. J. E. Linton, statute labour commutation, and which he paid to J. C. W. Daly. Of this sum, 6s., 6d., was afterwards refunded to Mr. Linton, which closed the first statement of account submitted in Downie.

On November 8th, a meeting of overseers of highways was held in Stratford to report on their several divisions. These reports

tell a strange story of those old days, and present such conditions, on even our main travelled roads, as to the people of Downie are now unknown. Mr. William Dunn, who was overseer in division No. 3, must have been a son of the Emerald Isle, his report displaying a quiet humor, when he says : "That I consider that the road *is passable enough, considering circumstances*, except *a bridge that is required to be built across the Avon*, and although we have petitioned to have the same done by the district, yet we are willing to withdraw the same, and do the work ourselves without any public expense." Mr. Edward Donkin, No. 4 division, says : "I have to report that the road in my division is impassable ; although we have expended our statute labor to the best advantage, we are now compelled to abandon the road and take by-roads through the bush."

Mr. Matthew Nelson, division No. 6, reports " That the road in my division is totally impassable; although we had a number of men working extra statute labour yesterday, yet the road is not fit to be travelled by teams of any description. My division comprises the south part of the line of road from Stratford to Embro, in the township of Zorra. Although intended for a public road, *it is avoided by all travellers except those on foot*. Although we have a grist mill in Stratford, within seven miles of the most remote settler, yet we are compelled to go to Embro, a distance of eleven miles, or run the risk of having our oxen killed on crossways, besides having to unload our teams, and carry our grists over logs across the river on our backs to where we can load again, on account of the flood carrying off all the bridges."

Mr. Arad Priest reports " That the road in his division, which is a part of the leading road from Stratford to Embro, thence to Woodstock, is not fit to be travelled on by teams. Although we have had fourteen men yesterday working extra statute labour, yet I have seen this day a yoke of oxen break through in several places that were going to mill. There is one crossway in my division which is nearly a mile long, besides several others, all of which are totally out of repair. On the whole line of road from Stratford to the Zorra line, a distance of about seven miles, five

of which I consider to be crossways, most of which have been swept away."

Mr. Samuel Monteith reports "That the road in my division, which commences at Stratford, running south as far as the turn in the Zorra road, on which there are thirteen crossways within a distance of one mile, which have been carried away by the river, leaving the road impassable for teams, although our statute labour has been laid out to the best advantage."

These reports present a phase of life unknown in Downie to-day. When we consider that in a distance of seven miles there were five miles of corduroy, or, as in Mr. Monteith's division, where there were thirteen sections of corduroy in a distance of one mile, the condition of a settler who resided far away in the woods must have been not only lonely, but deplorable indeed.

During the ten years that local government was managed by district councils, very little was expended in improvement of highways in Perth County. In May, 1847, Mr. James Simpson, district councillor, obtained a grant of £41, 15s., od., proceeds of wild land tax. This was supplemented by a further grant of £2, 10s., od., or a total of £44, 5s. This amount, excepting 17s., 8½d., as remuneration to the township clerk, constituted the whole expenditure on roads for that year. There was also expended £4, 6s., 8d., on the boundary line between Downie and South Easthope, the first appropriation for any town line. This account was audited by Arad Priest, James Clyne, and William Smith, wardens, and found correct. Another statement of account is dated in January, 1849, amounting to £5, 1s., 3d. This appropriation was all expended on roads excepting 2s. for clerk's salary. On January 7th, 1850, a final audit under the Act of 1841 took place, when it was found Downie had 6s., 9d. to her credit. With her finances in this flourishing condition, she now entered on her career of prosperity under those liberal and very practical conditions of the new Municipal Act.

On January 21st, 1850, therefore, in Mr. Andrew Monteith's house was held the first council meeting in Downie under the new Act. On that august occasion, Andrew Monteith, William Smith,

William Byers, William Hyslop and William Clyne signed their oaths of office. Mr. William Smith, on motion of Messrs. Byers and Monteith, was chosen reeve, and Mr. J. J. E. Linton, township clerk. Having discharged these important functions, they adjourned for an hour. During recess they were not idle. On resuming, a by-law was introduced and passed, fixing officers' salaries for 1850. The township clerk was to receive £4, 10s.; assessors,  $2\frac{1}{2}$  per cent.; collector,  $3\frac{1}{2}$  per cent.; superintendent of schools, £2; treasurer, £2, 10s.; auditors, each, 10s. No mention is made of remuneration for themselves. Very likely such distinguished honours as had been conferred on them by their elevated position, they would consider as ample recompense for any sacrifice made in discharging their gubernatorial duties. In February an important meeting was held, extending over two days, beginning at 8 a.m. each day. At this meeting, "the clerk was instructed to procure a seal of the following form, 'M. C., Downie,' and about the size of a Sterling shilling." Other business being disposed of, "an adjournment was made for half an hour, To die; 3 o'clock, business again resumed, disposing of the balance of their funds, amounting to 6/9; council adjourned for half an hour, To die; seven o'clock p. m., council again resumed, passing several by-laws, adjourning till 8 o'clock to-morrow morning." In March, another meeting was held, lasting two days, when a by-law was passed, imposing a penalty of not less than ten shillings nor more than two pounds for refusal to accept office, by any ratepayer, to which he had been appointed. They also fixed their own remuneration at 5/3 per day. An excellent motion was introduced by Mr. Hyslop, seconded by Mr. Byers: "The owner or harbourer of any dog, or dogs, within the township shall pay a tax of one shilling and three pence currency for the first dog he may keep, and for every additional dog a tax of five shillings." A rate was also levied for schools and local improvements of £120. A counter motion by Messrs. Hyslop and Byers was carried, of £100, of which 60 per cent. was for education, and 40 per cent. for ordinary expenditure.

At this meeting was also passed a dangerous measure,



constituting a concentration of power, antagonistic to the spirit of municipal law. Mr. William Davidson, a resident of Downie, was appointed inspector of licenses, and empowered to make "diligent search and enquiry in any house he *suspected* of keeping liquors in contravention of the License Act."

Mr. Davidson was allowed "a salary of £1 per annum in addition to any fines which may belong to him as complainant." To complete this autocratic measure, the reeve was empowered "to grant licenses to any person applying to him as he may see fit." At this present day such legislation would very likely be transformed into a scheme to compel an important influence in support of those political powers that be. In the early days, however, it does not appear to have been followed by any disastrous consequences, either to any political party, or to those who conducted their business under its provisions. In 1852, was made the first grant for gravelling, when it was moved by Mr. Martin, seconded by Mr. Brown, "that William Cashen expend all his labour on the main road, from the village boundary westward, taking out the old logs and laying in gravel, nine feet wide and twelve inches deep, the side of the gravelling to be well made up with earth." At a meeting in August two important motions were passed. By that of Mr. Monteith and Mr. Clyne, "Stratford school trustees were empowered to borrow £300 to erect a new school house." A letter was read from J. C. W. Daly respecting the Toronto & Guelph Railway, when it was proposed by Mr. Monteith, seconded by Mr. Clyne, "that the reeve put himself in communication with the commissioners of the Canada Company, and, if possible, ascertain what prospect there is of the Toronto, Guelph, Stratford & Goderich Railway going on the ensuing season, and if he is satisfied it will go on, to subscribe ten pounds from the township funds." In January, 1855, was established a public library, at a cost to the municipality of £30. It does not appear that those efforts of our first councils, in providing reading matter, had been appreciated, its management very soon forming no part of their work. As in Blanshard, the books were distributed amongst the several wards, where librarians were



appointed, receiving as remuneration for their services £1 per annum. Another grant was a distinguishing mark of progress by the people of Downie, amounting to fifteen dollars, made in 1863, to the County of Perth Agricultural Society, and in the following year a further grant in support was made to Blanshard Agricultural Society, of ten dollars. These two grants are important as pointing out this fact, that a section of our people, at least, had passed over the early stages of pioneer life, and the greatest interest in this county was now stretching out its hands for aid from public funds. A motion was also passed at this meeting, instructing the reeve to petition His Excellency-in-Council, to have the governing lines of the township re-surveyed, and stone monuments planted thereat, and that Joseph G. Kirk, P. L. S., be named to make the survey. In the following year Mr. Kirk was ordered to complete the work applied for in the petition. During the Fenian raid, in 1866, Downie council gave ample testimony of that patriotic feeling which animated all classes at that period, by instructing the reeve and deputy reeve, to "support any measure that may be brought up at the county council, for making an additional allowance towards the support of the volunteers from the county, now serving on the frontier, as, in their opinion, the amount granted by the Government, is quite inadequate to the support of these persons, so serving, who have families." When the council met on June 6th, 1870, it is recorded that they entered into a discussion with James Sutherland, and other intelligent farmers, regarding the state of the crops. It was resolved that the clerk "should publish what they unanimously considered the crops in the township would average. Fall wheat, 8 bush. per acre ; spring, 6 bush. per acre, and in the west and south not more than 4 ; oats, 25 ; peas, 10 ; barley, 15 ; hay, 1½ tons per acre ; potatoes, large crop, but much diseased." This is a most doleful aspect, and the council, with those intelligent farmers, must have been in a pessimistic mood, to indulge in such dismal forebodings. We suspect that few farmers would be able to say, at so early a period as the 6th of June, what crops were likely to be. During that period from 1850, when the Municipal Act was

introduced, up to 1870, the position of a township councillor was a laborious one. The whole machinery of government had to be set in motion. At a number of meetings no business appears to have been transacted, beyond that of defining the limits of road divisions. Other meetings would be occupied discussing the boundaries of school sections. The conditions of settlement changed so rapidly, that every year alterations had to be made. The war of the school sections appears to have been as prolonged, as intricate, and surrounded with difficulties in Downie of equal magnitude to those in other municipalities.

At this period a large section of our people in this county were in a transitional condition. Old pioneer systems were fast giving way, and being supplanted by methods more suitable to our advanced agricultural ideas. This led to constant change in those plans adopted to meet our improved environment, compelling certain modifications to be made from time to time. To meet these requirements \$3,000 was borrowed in 1871 from Logan, at a rate of 6 per cent. per annum. This sum was intended to improve roads and bridges. Prior to this a great number of road divisions had been, or were quickly being, gravelled by statute labour, supplemented with municipal grants. A better class of bridges was now necessary to ensure public safety. At present many of these structures erected by this loan have again been replaced by costly erections of steel, and in a more advanced style of bridge architecture. Since steam threshers have been introduced, and traction engines are now moved from place to place, bridges have to be built of the best material, and made capable of supporting heavy traffic.

Downie seems to have been well supplied with houses of public entertainment, for whose government, from time to time, were passed very stringent laws. On February 9th, 1850, it was enacted that all persons keeping houses for the sale of beer, ale, or other manufactured beverages, not spirituous, by the glass or quart, if drunk on the premises, and for the sale of victuals, fruits, clams, oysters, as an eating house or ordinary, shall pay a license fee of £2, 10s. per annum. If any gambling or disorderly conduct

was allowed on the premises, then the proprietor was subject to a fine of not less than £2, 10s., nor more than £5, upon conviction thereof.

By-laws regarding hotel licenses were more stringent still, and regulated on a sliding scale as to locality, where such business was carried on. It was enacted that every applicant must be a person of good moral character; in fact, he must satisfy the inspector of such facts in order that a certificate may be issued. His house must contain at least three rooms and three beds over and above those used by his own family. He was also required to have a driving house with stabling for at least three horses, and a yard enclosed to hold cattle. Having these equipments for accommodating the public, and the inspector being satisfied as to his moral character, and steady, sober habits, a license would be issued to keep a house of public entertainment, and to sell beer, ale, wines, and all spirituous liquors. For this privilege granted, if an applicant resided in the village of Stratford, he paid therefor £7, 10s.; if on the Huron road, £5; if on the Zorra and St. Marys road, £4; and in any other part of the township £3, 10s.; with, in all cases, a fee of 5s. to the clerk. For any infringement of this law, heavy penalties were inflicted of not less than £5, nor more than £20, with the pernicious rider, that one half should go to the informer. Downie does not appear to have had within her limits, at any time, more than eight hotels, the number at present (1902) being four. Subsequent to passing the Crooks Act, in 1876, no legislation has been enacted affecting the traffic or requirements of houses of public entertainment.

On the 31st day of May, 1880, the first code of by-laws relating to rules of order, and the duties and responsibilities of officers, was submitted, and finally passed. This code remained in force for a period of fifteen years. In 1895, under the reeveship of Nelson Monteith, Esq., it was re-considered, when, with several alterations and amendments, rendered necessary by changed conditions in the municipality, it was again adopted, and now forms the latest revised statutes of Downie.

In 1844, Downie contained 1,370 inhabitants, including that

portion of Stratford within its limits. In 1845, 2,777 acres were under cultivation. In 1850, the population had increased to 2,375, and 7,621 acres were under cultivation. The product of the crop of 1849 was 27,000 bush. of wheat, 24,000 bush. of oats, 5,000 bush. of peas, 19,000 bush. of potatoes, 13,000 bush. of turnips, 20 tons of maple sugar, 4,900 lbs. of wool, and 6,000 lbs. of butter.

Downie has now ten school sections, one of which is a Separate school, and five unions.

The various officers of Downie township from 1850 to 1902, inclusive, are as follows :—

*Reeves.*—1850-4, William Smith ; 1855-6, Robt. Ballantyne ; 1857, Wm. E. Byers ; 1858, James Boyd ; 1859, Robt. Ballantyne ; 1860-4, Andrew Monteith ; 1865-6, Wm. Elliott. Elected by the people:—1867-8, Thos. Ballantyne ; 1869, Chas. Wilson ; 1870-3, Thos. Ballantyne ; 1874-81, Jacob Brunner ; 1882-4, Cornelius McNamara ; 1885-90, Geo. Frame ; 1891-3, Oliver Smith ; 1894-6, Nelson Monteith ; 1897-8, Geo. Wood ; 1899-1900, John Arbogast ; 1901-2, Geo. Kastner.

*Deputy-Reeves.*—1851-3, Andrew Monteith ; 1854-7, Wm. Clyne ; 1858, Richard Browne ; 1859-64, Wm. Clyne ; 1865-6, Martin Brennan. Elected by the people:—1867, Wm. Elliott ; 1868-73, Jos. Salkeld ; 1874-9, John Fairless ; 1880, Thos. Steele ; 1881, C. D. Swanson ; 1882, Geo. Frame ; 1883-4, Oliver Smith ; 1885-6, Wm. Dunsmore ; 1887-8, Wm. Welsh ; 1889, Robt. Thistle ; 1890-1, Aurelius Moses ; 1892-3, Nelson Monteith ; 1894-5, D. K. Erb.

*Councillors.*—1850, Andrew Monteith, Wm. Byers, Wm. Hyslop, Wm. Clyne ; 1851, Wm. Clyne, Jas. Simpson, Wm. Byers ; 1852, Wm. Clyne, Thos. Brown, Jas. Martin ; 1853, Wm. Clyne, Wm. Byers, David Muir ; 1854, Andrew Monteith, Wm. Byers, Wm. Youle ; 1855, John Barton, Adam Oliver, Andrew Monteith ; 1856, John Barton, A. Oliver, Jas. Boyd ; 1857, Wm. Elliott, Richard Brown, James Boyd ; 1858, Wm. Elliott, Wm. Clyne, Michael Kastner ; 1859, Wm. Elliott, M. Kastner, J. Boyd ; 1860-3, M. Kastner, W. Elliott, Thos. White ; 1864, Geo. Russell,



Michael Kastner, Wm. Elliott ; 1865, Geo. Rupel, M. Kastner, A. Monteith ; 1866-7, A. Monteith, John Ballantyne, M. Kastner ; 1868, Cornelius McNamara, Joseph Iredale, M. Kastner ; 1869, C. McNamara, Wm. Laing, Mr. Pfrimmer ; 1870, Mr. Pfrimmer, C. McNamara, Mr. McLauchlin ; 1871-3, John Fairless, C. McNamara, Mr. Pfrimmer ; 1874-5, G. Wood, G. Frame, C. McNamara ; 1876, G. Frame, Geo. Wood, Wm. Thistle ; 1877, Michael Quirk, Wm. Thistle, G. Frame ; 1878-9, Jas. Quirk, G. Wood, Thos. Steele ; 1880, A. Moses, C. D. Swanson, J. Quirk ; 1881, Jas. Dunn, John Arbogast, Oliver Smith ; 1882, J. Arbogast, J. Dunn, D. McIntosh ; 1883, D. McIntosh, Arthur Robb, B. Payton ; 1884, Wm. Dunsmore, A. Moses, Wm. Welsh ; 1885, John Dempsey, Wm. Welsh, B. Payton ; 1886, A. Moses, B. Payton, Wm. Welsh ; 1887, Wm. Porter, B. Payton, A. Moses ; 1888, Robert Thistle, J. Russel, A. Moses ; 1889, G. Wood, J. Russel, Robt. Clyne ; 1890, J. H. McCully, Geo. Hoffman, R. Clyne ; 1892-3, D. K. Erb, Charles Jickling, Geo. Wood ; 1894-5, J. Arbogast, Dennis Clifford, C. Jickling ; 1896, G. Wood, C. Jickling, J. Arbogast, D. Clifford ; 1897-8, J. Arbogast, Hugh Hanan, C. Jickling, Samuel McKay ; 1899, Geo. Kastner, S. McKay, C. Jickling, D. Clifford ; 1900, D. Clifford, C. Jickling, G. Kastner, S. McKay ; 1901, Thos. Steele, Mr. Ballantyne, H. Hanan, John Murray ; 1902, J. Murray, Wm. Ballantyne, Jas. Bradshaw, S. McKay.

*Clerks.*—1850, J. J. E. Linton ; 1851-5, James Redford ; 1856-7 Thos. Ballantyne ; 1858, Hugh Hamilton ; 1859, Archie Shiels ; 1860-4, Wm. A. Higgs ; 1865-6, Thomas Ballantyne ; 1867-73, Archie Shiels ; 1874, W. A. Higgs ; 1875-83, H. A. Scarth ; 1884-1902, Peter Smith.

*Assessors.*—1850, Wm. Watson, Thos. Mullawney, Jas. Redford ; 1851, Wm. Watson, Adam Heron ; 1852-3, Wm. Watson, W. Teahan ; 1854, John Thomson ; 1855-6, Wm. Watson ; 1857, David Swanson ; 1858, Wm. Watson ; 1859-64, Chas. Wilson ; 1865, D. Swanson ; 1866, Geo. Russell ; 1867-68, W. S. Bolger, 1869, Henry H. Cole ; 1870, John Watson ; 1871, Chas. Wilson ; 1872-4, Thos. Tucker ; 1875, Henry H. Cole ; 1876, Geo. Russell ; 1877, Wm. Dunsmore ; 1878, John Gibson ; 1879, Wm. Duns-



more ; 1880, Geo. Frame ; 1881, Wm. Dunsmore ; 1882, John Gibson ; 1883, Wm. Dunsmore ; 1884, Jacob Brunner ; 1885, James Dunn ; 1886-91, Wm. McKay ; 1892-93, Wm. Dunsmore ; 1894-1902, Wm. McKay.

*Treasurers.*—1850-59, Alex. McGregor ; 1860-7, Wm. Douglas ; 1868-74, Geo. Hildebrand ; 1875-99, James Clyne ; 1900-2, Patrick Payton.

*Collectors.*—1850-55, Chas. Wilson ; 1856, Wm. Byers ; 1857, Wm. Watson ; 1858-61, Wm. Teahan ; 1862-64, Cornelius McNamara ; 1865-7, Michael Quirk ; 1868, Chas. Wilson ; 1869, James Bettridge ; 1870, John Eller ; 1871, Thomas Tucker ; 1872-3, James Clyne ; 1874, J. Gibson ; 1875-79, Chas. Wilson ; 1880-5, John McKellar ; 1886-1900, Wm. McG. Murray ; 1901-2, John McKellar.

*Auditors.*—1850, Wm. Watson, Jas. Redford ; 1851-3, Thomas Mullawney, Archie Shiels ; 1854, Archie Shiels, Hugh Hamilton ; 1855, Hugh Hamilton, Thos. Ballantyne ; 1856, H. Hamilton, T. Mullawney ; 1857, T. Mullawney, A. Shiels ; 1858, D. Swanson ; 1859, Thos. Ballantyne, Wm. Byers ; 1860-63, Thos. Ballantyne, Geo. Russell ; 1864, Thos. Ballantyne, Thos. Tucker ; 1865, Chas. Wilson, Henry Cole ; 1866, Jas. Bennoch, Joseph Salkeld ; 1867, John Thompson, Wm. Smith ; 1868, H. H. Cole, D. Swanson ; 1869, J. A. King, John Kane ; 1870, Wm. A. Higgs, D. Swanson ; 1871-3, Wm. Higgs, Geo. Russell ; 1874, Chas. Wilson, H. Cole ; 1875, P. Smith, Geo. Russell ; 1876-7, P. Smith, John Dempsey ; 1878-9, P. Smith, C. D. Swanson ; 1880-2, P. Smith, Thos. Blackman ; 1883-6, Wm. Porter, Geo. Russell ; 1887-94, John Dempsey ; 1895-99, J. Dempsey, Wm. Porter ; 1900, Wm. Porter, John McKellar ; 1901-2, John Worden, Thos. Armstrong.

## CHAPTER XIII.

### FULLARTON.

This municipality was named in honor of Mr. Fullarton, a director of the Canada Co. In area it is smaller than most of the others in Perth County; in fertility of soil, second to none. Generally, more rolling than Blanshard or Downie, its long sweeping valleys and gentle undulations make perfect drainage easily available to every section within its limits. This township is well watered, being intersected by several streams of considerable magnitude. The river Thames flows through a most beautiful valley, almost in a direct line from north to south. Along its banks are many fine farms, and, although the ancient forest is now nearly gone, there are a few places that tell of a former glory. Who can wander along these old streams, and mark those quiet, sequestered spots, still found here and there, and not think of the period previous to pioneer days, ere yet ruthless hands had destroyed forever their impressiveness and beauty?

Fullarton contains over 42,000 acres, exclusive of the river Thames, which, in the field notes, is held to be  $2\frac{1}{2}$  chains wide, with an additional 50 links on each side as a tow path. This river in Fullarton is still held by the Crown. In that section north of this township it becomes private property, there being no allowance in the field notes either for tow path, or bed of the stream.

In 1829, a range of lots was surveyed on the Huron road, and thrown open for settlement. A further survey was made in 1832, the whole township being completed in 1835 by John McDonald, P.L.S. Subsequent to 1832, when the first settler entered Fullar-



FULLARTON OFFICERS FOR 1902.

Standing, from Left:—Councillors O. Harris, C. Ritz, L. F. W. Turner, P. Seebach.  
Seated, from Left:—J. Wilson, Clerk; J. L. Russell, Reeve; J. Cole, Treasurer.





ton, progress up till 1843 was extremely slow. During this year (1832) Hugh Kennedy Junck located on lot 20, first concession. He was the first settler in this township, and was like a thorn in the flesh to the council for many years. He erected a saw mill on Whorl Creek, near Mitchell, which was doubtless a great convenience to the new settlement. His mill pond was a source of great annoyance, however, always overflowing, flooding his neighbours' property, and seriously injuring those highways in its vicinity. Complaints were constantly being made to those in authority. Cold official letters, couched in language of terrific dignity, were sent to Mr. Junck, pointing out that unless an abatement of the nuisance complained of was at once effected, recourse would be had to extreme measures. He appears, however, to have kept on the even tenor of his way, quite regardless of threatened official vengeance. For a quarter of a century this warfare was kept up without any serious mishap to Mr. Junck, and it was not till time and circumstances brought a change that the source of complaint was removed.

Meantime, between 1840 and 1845, a great influx of settlers had taken place, and previous to 1850 Fullarton may be said to have been fully settled. It was, like nearly all other municipalities in Perth County, located by a mixed population. The north-east corner from the fifth concession was settled by Germans. From lot 15 to the Mitchell road was a mixed population. West of the Thames, from the Huron road to concession 9, were English, from Devonshire and Cornwall. On the Mitchell road, from Fullarton village to the south boundary, including concessions 17 and 18, were Scotch, from Dalhousie. Near Russeldale was a mixed population, Scotch predominating. In that section, of which Carlingford is centre, was a mixed population, English predominating.

Several miles east of Mr. Junck's, a number of Alsatian families settled near Seebach's hotel, spreading south and west. Amongst these we find such names as Rohfreitsch, Kramer, Schelleberger, Pauline, and Bartle, and further south Hoffmeier, Kruspe, and Stoskopf. On the river Thames were Andersons, Watsons,



Browns, Rogers, McIntoshs, and Youngs. On the Mitchell road were Pridhams, Heals, Moores, Harris, and Beers. In 1843, came the Woodleys and Bakers, locating where Fullarton Corners now is, then a great unbroken wilderness. In 1844, the Canada Company opened the Mitchell road, extending through Blanshard. This important highway formed a connecting link between those older settlements at London, and soon brought a great increase to the population of Fullarton.

Fullarton, like the adjoining township of Downie, contains few villages, and those not of great importance. The whole trade of this municipality is diverted to Mitchell, Stratford, and St. Marys. Roads everywhere throughout are of the best description, affording easy facilities for moving farm produce. Summervale, better known as Fullarton Corners, is the capital, and beautifully situated in the valley of the Thames. This village was founded in 1853 by James Woodley. In 1854, he applied for and obtained a post office, with John Buchan as first postmaster. As the place grew in importance a hotel was added in 1855. When it had been decided that this point should be selected as the seat of government, a survey was made by Mr. William Rath, of Mitchell, in 1864, at the instigation of Mr. Woodley, when a village plot was laid out and named Summervale. The hotel has long since been closed, and the building is now occupied as a general store and a post office. Here also is the township hall, a school with two teachers, two churches, harness shop, doctor's office, cheese factory, with several other lines of business usually carried on in a country village. A sawmill represents the manufacturing industries, in connection with which is carried on a cheese factory, chopping mill, cider mill, the whole employing from eight to ten hands, and in certain seasons a much larger number. About two miles west, along the Thames road, is Russeldale. In the early days this was a point of some importance, situated, as it was, in the direct road from London to the north. This village was founded and named in honour of James Russell, an old pioneer Scotchman, who owned the adjoining lands. There is a good general store here, with a post office, blacksmith's shop, etc. Here

also is located the only hotel in Fullarton, last remaining one of four which were licensed to sell within the municipality. Motherwell, in the valley of the Thames, was founded by James Brown, who was also first postmaster. Mr. Brown was for many years an official of Fullarton, and taught its first school, erected in 1847 on lot 25, East Mitchell road. Motherwell was named by Mr. Brown after a Scotch town in Lanarkshire, the original home of his family, and is now composed of a blacksmith's shop and general store. For many years the most important village in Fullarton was Carlingford, situate on lots 5 and 6, in the 6th and 7th concessions. On lot 5, concession 7, was erected in 1849 a log school house, known as No. 4. The lot on which this building stood had to be previously cleared, the whole county being still nearly covered with wood. In 1850, the school was opened by a Mr. Reilly, an odd character, who was described as not very prepossessing in appearance, but a fairly good teacher, and blessed with a goodly portion of common sense. The building was used for all purposes. Those who were religiously inclined were often found there, and, after addresses had been given by some visiting ministers, as Revs. Thomas Dawes, Thomas McPherson, Stratford; Tapp, Eastman, or Findlay, of Mitchell, much earnestness was manifested. If those voices who joined in Old Hundred, Martyrdom, or Rock of Ages, were neither classical nor melodious, they were at least sincere. About 1854, a log building was erected by Hartman Cook for a residence and shoemaker shop. Subsequently another building was erected by Mr. Abraham Davidson as a general store and post office. This house is still standing. These two settlers in Carlingford differed as to naming the new town, each being desirous of an immortality in perpetuating their own name in Davidsonville, or Cooksville. The postmaster-general settled the dispute by calling it Carlingford in honour of the birth place of Thomas D'Arcy McGee, who was then prominent in politics, and appointing Mr. Davidson first postmaster. Mr. Cook sold out to Mr. W. M. Janes, who subsequently erected a hotel. Mr. Davidson's successor as postmaster was James Hamilton, father of our present county treasurer, who

was succeeded by William Davidson, present county clerk, and it is now in possession of Mr. Cowie. During this period a blacksmith's shop had been added by Mr. John Fink, who subsequently sold to Mr. Babb. This gentleman further extended his business by entering into carriage building, in which he is still engaged. Meantime, Mathew Brydon had erected a sawmill on Black Creek, and conducted the enterprise with success until 1862, when he lost his life by drowning. Mr. William Knott afterwards came into possession of this property, converting it into a grist mill. This was a great convenience, and is now operated by his son Samuel. In the words of a valued correspondent, "Carlingford at this time was a lively place, having two stores, Mr. William Davidson having meantime built a second one in 1860. Carlingford, in its palmy days, could boast of a good band, under the leadership of Mr. F. Yeo, now of Mount Forest. It also possessed a great genius called 'Peter the Hermit.'" At present it is composed of a general store and post office, boot and shoe business, blacksmith's shop, and carriage shop. There is also a public school with two teachers, two splendid churches, and the residences of two of Fullarton's old pioneers, Robert Clark and William Leversage, who are creeping onwards in the evening of life and full of reminiscences of long ago. In Fullarton Christianity is fully represented, there being no less than nine churches within its limits. At Carlingford the Methodist church was organized in 1848. Those pioneers in church work who founded this mission were George Leversage, sr., William Dickey, Thomas Reid, and William Cole. Services were held in the shanty of Mr. Leversage for several years. Rev. Mr. Dunnett was first minister, and on one occasion when making his way from St. Marys, became lost in the wood, wandering until discovered by Mr. Leversage, who was attracted by his cries for aid. When a log school was erected, services were held there until a union church was built on lot 8, con. 6. Subsequent to Methodist union a brick edifice was constructed at a cost of \$5,000, and which now affords comfortable accommodation to those attending service. The first stationed minister was Rev. Mr. Davis ; present pastor is Rev. Mr. Fergu-

son, in whose charge are about 83 members. There is also a Sabbath school, having an attendance of 48 pupils, with Mr. John Smith as superintendent. Branches of the Ladies' Aid and Epworth League are also actively engaged in church work.

Knox church, Carlingford, was founded by William Davidson, who followed teaching as a profession, and who was a brother of Abraham Davidson, long prominent in municipal politics. He was a Presbyterian of the old school, a man of strong sympathies and kindly feelings, devoted to church work. For many years he was precentor, elder, manager, trustee, Sabbath school superintendent, and caretaker, giving his time and attention from his devotion to the cause. Amongst those old pioneer families in this congregation were McEwens, Bains, Davidsons, Crawfords, Hamiltons, Thompsons, Campbells, Mitchells, Browns, Stewarts, Millers and Colquhouns. In 1851, Rev. Mr. Findlay, then of Mitchell, held service in the school house, until a church was erected, Rev. Mr. Doak being first stationed minister. Subsequent to its organization, Carlingford was united with Avonton, which connection is still maintained under Rev. Mr. Graham, as pastor. In 1866 the present church was erected, which still suffices for all congregational wants. There is a membership at present of 52 ; a Sabbath school, with Mr. Andrew Stewart as superintendent, is also conducted in connection, having a good attendance of pupils.

Roy's church, also Presbyterian, and connected with Hibbert, will be found in the history of that township.

A short distance north of Carlingford is Fullarton congregation of the Evangelical Association, which originated from Sebringville church. Rev. John Anthes was first minister, who held services in Peter Bitner's house, where a great revival took place among the people. A class was formed, among its first families being those of Peter Bitner, John Riehl, Michael Goetz and Conrad Shiels. After a short period this class had increased to sixty members. In 1871, Mr. Bitner donated a piece of land, on which a large frame church was built, whose tall, tapering spire can be seen a long distance away. Its membership, at present, is 75, under the



pastorate of Rev. H. J. Holtzman. A Sabbath school is also in connection, under C. K. Shiels, with an attendance of 81 pupils.

Fullarton Presbyterian church, situate on the Mitchell road, formed a part of Avonton congregation till 1857, when thirty-five members in that township petitioned to be erected into a separate charge. A call was extended to Rev. J. M. King, who declined. In January, 1858, a call from Downie and Fullarton was extended to Rev. Robert Hamilton, who accepted, and was inducted on June 30th of that year. The congregation at this period erected their first church on the Mitchell road, a frame structure, considered a grand one at that time. This building was again enlarged in 1863, and continued to be the place of worship till 1882. During those years its membership had greatly increased, not only in number, but in wealth also, and the present brick edifice was erected at a cost of \$6,000. Mr. Hamilton has been a long and faithful servant, and his name will stand alone among our pioneer preachers, as retaining his position for forty years with acceptance to his people.

A Sabbath school, in connection with this congregation, was organized at an early day by John Caven, and conducted in the log school house, near Motherwell. In 1880, Mr. Charles Baird was chosen superintendent, who has continued ever since faithfully to discharge the duties of that office. The roll shows a large attendance of pupils. A bible class also meets in connection with this school, conducted by Mr. William Stirritt. Motherwell Sabbath school supports a pupil at Pointe-aux-Trembles school. Avonbank, also, contributes to the same purpose. Present membership at Motherwell is 130.

Methodism was first established in Fullarton by Rev. Philip James, who established a mission of Bible Christians, in 1844, at Fullarton Corners. Service was held in those shanties erected by the settlers, and in a log building which was subsequently built for a school. In 1848, a Sabbath school was organized by James Moore, who came a long distance through the woods to discharge his duties in this self-imposed task. Dr. Aylsworth, a medical practitioner from Mitchell, was first stationed minister. A frame



church was erected (now used for a Sabbath school building), in which service was held until the union in 1883, as Wesleyans, Episcopalians, and Bible Christians then became one body. A new church was then constructed at a cost of \$1,200, in which service is now held. This circuit is at present in charge of Rev. T. A. Ferguson. An excellent Sabbath school is also conducted by Mr. Harry Rogers as superintendent.

At Fullarton village is a Baptist congregation, which was organized by Elder Milne at an early period. Service was held in the school till a church was erected. This congregation, when founded, had a small membership, which has not increased to any extent, owing to removals from this section of many who worshipped in its sanctuary. Its present minister is Rev. Mr. Marshall, with John McNeil as Sabbath school superintendent.

Bethel church, Mitchell Road, was organized by Rev. Philip James in 1854, being one of the oldest in Fullarton. Its first stationed minister was Rev. Mr. Tapp, who, like all other pioneer preachers, held services in the shanties and school houses. A church was erected in 1859, at a cost of \$1,200, which is now to be replaced by an elegant and costly structure of brick on which will be expended about \$7,000. This congregation at its inception had seven members, Jasper and Mrs. Pridham, James and Mrs. Moore, John Harris and Elizabeth Harris. Mr. Jasper Pridham was a strenuous worker in this church, to whom it owes much of its success. This little nucleus of seven members has increased to 120 at the time of our writing. A Sabbath school is also conducted, with Henry Neal as superintendent, having an attendance of 80 pupils.

Mount Pleasant Methodist church, Fullarton, was not organized till 1855, when Dr. Aylsworth, of Mitchell, held service amongst the people. Its first members were Nicholas Roach and wife, Hugh Mitchell and Mrs. Mitchell, Thos. and Mrs. Allan and Mr. John Cole. In 1865, a church was erected, which was superseded in 1901 by a handsome brick structure costing upwards of \$5,500. There is now a membership of about 70 under the pastorate of Rev. Mr. Ferguson. A Sabbath school is also conducted in con-

nection with this congregation by Mr. H. C. Facey, having an attendance of 80 pupils.

The political history of Fullarton begins in 1842. Subsequent to 1841, and prior to 1844, when it was separated from Downie and Blanshard, its history is merged with that of those municipalities. In 1844, it contained 419 inhabitants, and had 393 acres under cultivation. In 1850, the population was 1,400, with 4,128 acres under cultivation. Its products for this period were : for 1849, 17,000 bush. of wheat, 10,000 bush. of oats, 20,000 bush. of peas, 13,000 bush. of potatoes, 18,000 bush. of turnips, 32,000 lbs. of maple syrup, 2,000 lbs. of wool, and 2,000 lbs. of butter. In 1842, Fullarton had two road divisions, Mr. Joseph Cramer being pathmaster for No. 1, and Mr. Michael Balt for No. 2. On these road lists there appear as ratepayers : No. 1, Jacob Cramer, Jacob Seebach, Theobald Brunner, John Coran, George Switzer, Hugh Kennedy Junck ; No. 2, Michael Balt, Christian Gedding and Peter Bitner.

At the first council meeting, in 1842, accounts were submitted showing that £24, 5s., 9d. had been expended for public improvements in Fullarton, and £38 in Downie. In 1843, five pathmasters were appointed : No. 1, Hugh Kennedy Junck ; 2, John Arbogast ; 3, Peter Bitner ; 4, James Smith ; 5, Daniel Ney.

In 1844, Fullarton was set apart from Downie, as a separate municipality. There are no records up to 1847, but, from information I have been able to obtain, Hugh Kennedy Junck was elected district councillor in 1845 ; Thomas Boyle, clerk ; Duncan Campbell, assessor. A meeting was held in January, 1846, at Mitchell, when it appears James Brown was chosen collector, who, with great difficulty, and long trudging through forest and swamp, succeeded in gathering together £50, which he carried to Goderich, travelling on foot. Subsequent to separation, the first meeting of which we have a complete record was in 1847. This was held on January 3, and called by virtue of a warrant under the hands of William Chalk and Ludwig Meyers, Esquires, two of Her Majesty's Justices of the Peace for the District of Huron, and held in Fishleigh's tavern, Mitchell.

At this meeting Thomas Boyle was elected chairman. Other officers elected were : John McIntyre, district councillor ; Thomas Boyd, township clerk ; William Irvine, assessor of taxes ; Duncan Campbell, collector of taxes ; Daniel Kerr, William Davis, John Arbogast, town wardens ; John Arbogast, William Smith, Thomas Scott, commissioners of highways. Subordinate officers were also appointed, forming the first complete list on record. As poundkeepers, were Andrew Timming, Francis Fishleigh, John Babb, John Parker, Abraham Davidson, and Nicholas Harwick. Fenceviewers were William Small, Nicholas Tomlinson, Michael Shellebery and Richard Gill. Pathmasters' lists contain thirty-five names, a marvellous increase since 1842, indicating that, in a short period of five years, settlement had made great progress. These were George Roy, Andrew Kennedy, William Levey, William Jardine, Frank Livingston, Robert Nichols, Joseph Russel, John Shellebery, Gilbert McIntyre, George Brett, Jacob Seebach, John Arbogast, Michael Goetz, Thomas Scott, Robert Clark, Daniel Egmore, John McCurdy, Charles Stuffs, Thomas Worth, Henry Yeo, William Haines, Jasper Pridham, William Elger, William Greenside, William Hewer, Hugh Kennedy Junck, James McLarty, Thomas Moss, Christopher Baker, Nicholas Tomlinson, Charles Beer, William Porteous, William Davis, Robert McIntosh, and Thomas Babb. This meeting also passed by-laws regulating cattle running at large, and defining the construction of a lawful fence. We have inserted copies of by-laws elsewhere, whose provisions will apply to Fullarton, and, indeed, to all municipalities in this county, each code being nearly alike.

Those officers elected in 1847 appear to have retained their several positions till January, 1849, when a meeting was held at the school house on lot No. 25, East Mitchell Road, and a new list was chosen : James Brown, clerk ; Henry E. Anson, assessor ; Duncan Campbell, collector. For superintendents of highways were elected, John Lambert, Robert Roger, and Joshua Cole. For town wardens, William Davis, William Martin, and Thomas Reid. A financial statement for the preceding year was read at this meeting. This account was not a large one, receipts consist-

ing of two items: a balance on hand of £12, 19s., 9½d., and cash received from Mr. John McIntyre, being wild land tax money, amounting to £12, os., 11d., making a total of £25, os., 8½d. Total expenditure, £23, 18s., 5½d., was composed of orders for improvement of roads, clerk's salary of ten shillings, and fourpence halfpenny for postage.

The first township board, elected in 1850, met on January 21st, and was composed of James Hill, Robert Porteous, Robert Roger, George Leversage, sr., and John Arbogast. James Hill was chosen first reeve of Fullarton; John McIntyre, clerk. This concluded their business, when an adjournment was made to Feb'y 9th, at No. 3 school house. At this meeting other officers were appointed, and their salaries fixed. Clerk was to receive £5 per annum. Treasurer, whatever may have been his duties, watching over his own remuneration was not one; he was to receive £2 per annum. For this allowance he was "to take care of all township moneys, pay orders, keep books, and find security in £250, to the satisfaction of the council." Auditors were more liberally compensated, with an allowance of 15 shillings each. Superintendent of education received £2; surveyor, 7/6 per day, while actively engaged; constable, 3/4 per day. Members of council were very economical in fixing their own remuneration at 3/9 per day, or five pence per day more than their messenger. Assessor was allowed 2½ per cent. on all taxes levied, and the collector 3½ per cent. on all taxes collected.

At a meeting held in March the clerk and school superintendent each gave bonds for £250. There was also levied a rate for contingencies and local improvements amounting to £150. £30 was also levied in S. S. No. 4, to build a new school house. A resolution was also passed in May, clearly demonstrating the condition of roads in this township, setting forth "that logs for crossways should not be less than one rod in length, nor less than eight inches in diameter, and no basswood to be allowed." In September 15s. was granted in payment of a seal for the municipality. On April 26th, 1857, the auditors presented their first statement, showing a total collected of £111, which had not all been expended, £16, 2s., 1d. still being on hand.



In August, a great flood swept away many bridges in Fullarton, and a special levy was made for replacing these and repairs on others. This amounted to £50, of which £10 was expended at Brown's school house, £12 on a bridge ninth concession line, £10 for Black Creek bridge; also £5 for bridge in 6th concession. Further sums were to be expended by Mr Fishleigh and Mr. Hill, amounting to £7, in repairing roads. During this year a grant was made to found a public library of £30, on the following conditions, viz. : " If within ten days petitions liberally signed be presented to the reeve in favour of it, and if petitions be presented both for and against said grant, then if the great preponderance of such petitioners be in favour of said grant, in such case the town reeve shall have authority to order the same to be placed on the collector's roll, but not otherwise."

It is to be regretted that the good intentions of Fullarton council in this case were frustrated by those plans adopted for its management. The system was theoretically good, but subsequently proved to be practically bad. There can be no doubt that a circulating library in any community must be productive of good results in promulgating wholesome literature, and in promoting a taste for high ideals, the creating of which is, or ought to be, the end and aim of all writers who feel the responsibilities of their mission. Each councillor was appointed librarian in his own district, and received a share of books equal with other members. For these he was responsible during his tenure of office. If all councillors were men of literary taste, such arrangements would be quite applicable. I may be permitted here to remark, if to be educated on academic lines were a crime, very many, indeed, of our old public men would be held perfectly guiltless. If, on the other hand, an education gained by observation, or the stronger and imperative demands of stern necessity could be considered enlightenment, nearly all old backwoodsmen were eligible to a degree. It was only a few years, therefore, after the introduction of the library when it was so decimated that its total extinction became evident.

Previous to 1854 a license inspector had been appointed in each



division, whose duty it was to inspect all houses of entertainment and grant certificates as to all legal requirements being fully observed. An officer was now appointed whose jurisdiction should extend over the entire municipality. He was known as "Revenue Inspector," and was empowered to grant hotel licenses, as well as those to auctioneers. He gave security in £20, and one surety for £10. Mr. Thomas Dunn, township clerk, was appointed to this responsible position with a compensation of £2 per annum. This was certainly a very modest allowance for so important an officer. Mr. Dunn's operations were limited by by-law, and which, considering society at that period, speaks well for Fullarton, when it was declared that only two hotel licenses should be issued.

Considered in connection with other municipalities at that period, temperance principles must have made great progress in this township. It was decided also in 1855 that applicants for hotel licenses should pay in Mitchell £8, in the township proper £3. All keepers of houses of public entertainment were entitled to transfers, provided a due observance of the law was maintained.

In 1856, Fullarton divested herself of all responsibility in connection with library affairs by apportioning it amongst the schools. This plan was adopted upon petition of a large majority of rate-payers for its dispersion that way. A codification of municipal by-laws was now decided upon, in order that all officers and rate-payers generally might be made fully acquainted with local municipal legislation.

Mr. McPhail moved, and Mr. Abraham Davidson seconded, "That with a view to the more efficient discharge of the duties devolving upon this council, a by-law should be drafted embracing and setting forth rules of order to be observed by the council at their meetings, and defining the liberties and privileges of those who may attend such meetings, in connection with business or otherwise, and imposing suitable penalties for the contravention of such rules." Mr. McPhail, Mr. Clark, the reeve and clerk were appointed to make a digest of all laws and submit it at next meeting. Having been assented to by a full board, it was then to be printed for circulation in pamphlet form. During this year a grant was

made in aid of agricultural societies of £5, the first given to these highly useful organizations.

In 1857, a motion was made regarding the construction of a gravel road to St. Marys. A motion was also introduced in January ordering the clerk to correspond with Blanshard regarding this road. Fullarton was desirous of improving this highway within her limits, and, by a concerted action with Blanshard, a leading road could be constructed of great advantage to both. The Mitchell road, therefore, which had been cleared in 1844, became then, and is still, one of the leading highways in both townships. At a subsequent meeting a plan was submitted by what was known as "The Southern Gravel Road Co.," offering to gravel that section of highway extending from Mitchell to the Thames road, and also a section from lot 10 to the W. M. R.

These motions indicate a lively interest in good roads, and were several years in advance of municipal action either in Blanshard or Downie. A meeting was held in ward No. 3, which would be greatly benefited by these contemplated improvements, and \$3,000 voted to carry them into effect. While these innovations were being made in its more advanced sections, in other portions of Fullarton matters were not in such a favourable condition. The 12th concession was not yet opened throughout, nor was it till 1858 that a grant of £20 was made in order to make it passable for travel.

At its first meeting, in 1861, the board took their seats under happy auspices, and, amidst hand-shakings and congratulatory compliments to each other, recorded that "after a vote of the whole township being taken on them, they were all returned, which plainly indicates their services for the past two years have been highly appreciated by the intelligent ratepayers of Fullarton."

In 1864, Fullarton was first entitled to send a deputy reeve to the county council. Mr. Abraham Davidson, an old member of the board, was raised to that dignity. An important amendment to the Municipal Act came into force in 1867, by which all Reeves and deputies were elected directly by the people. Formerly, they

were chosen by the council, which was elected by general vote of the ratepayers. Under this provision, in 1868, Mr. William Davidson was elected reeve, and his father, Abraham Davidson, as deputy. Abraham Davidson had been a representative since 1855 ; his son William had never sat at a council table, except as clerk. These conditions indicate a high appreciation of those services rendered by both father and son. Perth County affords no other illustration of a man occupying his first seat at a council table as chief magistrate, and by that honor taking precedence over his father, who sat as his deputy.

Prior to 1873, a great question was being agitated in this county as to granting aid for constructing a railway from Stratford to Wiarton, north, and Stratford to Port Dover, south. This road was of immense consequence to Stratford and the northern part of the county. A bonus of \$120,000 was, therefore, warmly supported by the people of those sections. In Fullarton, Hibbert, Blanshard, and a portion of Downie, a very different order of things obtained. These municipalities were almost unanimously opposed to the scheme. The representatives from the south were led by Mr. Wm. Davidson, reeve of Fullarton ; those of the north, by Mr. D. D. Hay, of Listowel, an able man. It was a bitter struggle, and fought out on both sides with unflinching determination. On Mr. Davidson and his deputy returning at that period to their constituents, they were hailed as the champions of right and liberty. A great meeting being held, a motion was passed by standing vote, amid tremendous enthusiasm, expressing entire concurrence and confidence in their representatives in trying to defeat this nefarious project. We insert this motion, as indicating that determined opposition to an improvement which has resulted in enormous benefit to this county.

It was moved and seconded, "That this council highly approves of the action of the reeve and deputy reeve in opposing the by-law submitted at the last session of the county council granting \$120,000 of a bonus to the Port Dover & Lake Huron and the Stratford & Lake Huron R. R., and would urgently request every qualified ratepayer to turn out to the several polling places in the

township, on Monday, the first of December next, and vote down unanimously the absurd proposition of saddling the municipality with \$12,000, being the amount we will have to pay in case the by-law is carried, without receiving any corresponding benefit, but merely to satisfy the people of *Stratford and Listowel, led on by self-interested persons in those places.*—Carried unanimously.

At this meeting was passed another motion, indicating that, while the sentiments set forth were no doubt perfectly honest, they discover in a marked degree that the council of Fullarton was not at all deficient in political tactics. It may be considered a cardinal principle in successful politics that what cannot be easily disposed of in a straightforward manner must be passed on the other side, with such an appearance of fairness and honesty of purpose as to draw the people's attention from the main question and centre it on a side issue. We submit the following motion on a very important matter, as a splendid illustration of this theory, and exhibiting a marvellous insight into political science. Moved and seconded, "In reference to the circular asking the council to petition the Legislature of the Dominion of Canada for the prohibition and sale of intoxicating liquor, That, while we are of opinion that the said liquors are injurious to mankind morally, mentally, and financially, when used to excess, and have cause to deplore their use in many cases; yet we are of opinion that prohibition would not remedy the evil, for experience has proven that legal restrictions have not justified the promoters of such doctrines in their results, and in our opinion, instead of petitioning the said Legislature, we would suggest *to those who have the moral and religious training of the community to impress upon those over whom they come in contact of being temperate in all matters, and particularly in intoxicating drink, and try and raise the standard of morality in all its bearings.*"

Before dismissing this part of our subject, it is worthy of notice the great confidence the people of this township appear to have placed in those whom they had elected to power. In other municipalities there seems to have been almost a continuous struggle for representative position, which, while it may have indicated a



healthy public spirit, was not, on some occasions, conducive to their material interests. In Fullarton, however, when a man was elected as reeve he seemed as one elevated to a dignified sphere. From his position on the township woolsack he could survey with delightful magnanimity those scenes transpiring around him as one who was monarch of all he surveyed. No reeve of this township appears ever to have been removed by an adverse vote of his constituents. The late George Leversage resigned to accept the county treasurership, after having been reeve for eighteen years. Mr. William Davidson resigned after eleven years to accept the position of county clerk. Mr. Thomas Ford, after a period of six years, retired. Mr. James Watson also retired after eight years, and Mr. Hill, the first reeve, served three years, when he also retired. The Reeves of Fullarton for many years exerted a decided influence in the councils of this county, and have given more wardens to preside over its deliberations than any other municipality. Although this township has been undoubtedly represented by able men, we are yet of the opinion that a portion, at least, of their influence arose from their long and intimate knowledge of county affairs, which their constant re-election by the people enabled them to acquire.

It is not surprising, therefore, that strong feelings of personal friendship sprang up between the reeve and those who had been so long with him around the council table. It is not surprising, too, that on the evening of their last meeting, when the adjournment is recorded *sine die*, that melancholy retrospects should be indulged in. Although they may have been conscious of having done their duty honestly, fearlessly, and well, an appeal to the electorate, a court often notoriously fickle, and inconsistent in its judgment, always produced misgivings of results. It is not surprising neither, after the "weeping hour" is passed, that with sobs in their hearts, and tears in their eyes, we find them join hands and sing as they did at one meeting in Fullarton,—

Then long live the Queen,  
And happy may she be,  
And may her subjects have  
Peace and prosperity.



The various officers of Fullarton township from 1850 to 1902, inclusive, are as follows :—

*Reeves.*—1850-2, James Hill ; 1853, Thos. Ford ; 1854-61, James Watson ; 1862-7, Thos. Ford ; 1868-78, Wm. Davidson ; 1879-96, Geo. Leversage ; 1897-1902, James Russell.

*Deputy-Reeves.*—1864-5, Abraham Davidson ; 1866, Geo. Leversage ; 1867-9, A. Davidson ; 1870-3, Richard Francis ; 1874-6, R. H. Bain ; 1877-81, R. Francis ; 1882-7, Thos. Currelley ; 1888-9, Nicholas Roach ; 1890-96, Joseph Jackson ; 1897-8, Peter Arbogast.

*Councillors.*—1850, Robt. Roger, Robert Porteous, Geo. Leversage, John Arbogast ; 1851, R. Rogers, R. Porteous, John Fishleigh, Valentine Rohfreitsch ; 1852, J. Fishleigh, Wm. Martyn, Jas. Watson, V. Rohfreitsch ; 1853, John Fishleigh, Wm. Martyn, Jas. Watson, Wm. Dickie ; 1854, T. Ford, W. Martyn, Wm. Dickie, Payton Botterill ; 1855, Robt. Clark, Abraham Davidson, Daniel McPhail, Wm. Martyn ; 1856, R. Clark, A. Davidson, D. McPhail, John Cole ; 1857, D. McPhail, J. Cole, Edwin Dodds, A. Davidson ; 1858, T. Ford, E. Dodds, J. Cole, A. Davidson ; 1859-61, T. Ford, A. Davidson, E. Dodds, Alex. McConachie ; 1862, Geo. Leversage, A. Davidson, E. Dodds, H. E. Hanson ; 1863, Geo. Leversage, H. Hanson, F. Ullrick, A. Davidson ; 1864-65, Geo. Leversage, H. E. Hanson, F. Ullrick ; 1866, F. Ullrick, A. Davidson, Wm. Dickie ; 1867, Geo. West, F. Ullrick, Wm. Dickie ; 1868, Richard Francis, Samuel Gourlay, Jos Bald ; 1869, Jas. Brown, R. Francis, Edwin Ross ; 1870, Jas. Brown, Geo. Roy, Jas. Moore ; 1871-2, Geo. Roy, Michael Arbogast, James Moore ; 1873, M. Arbogast, Francis Standeven, N. Roach ; 1874, N. Roach, M. Arbogast, Jas. Moore ; 1875, N. Roach, Horace Fawcett, M. Arbogast ; 1876, N. Roach, M. Arbogast, Richard Watson ; 1877, N. Roach, R. Watson, Henry Heal ; 1878, N. Roach, R. Watson, Geo. Johnson ; 1879-80, N. Roach, Geo. Johnson, Thos. Currelley ; 1881, N. Roach, T. Currelley, Jacob Ney ; 1882-87, N. Roach, Nesbitt Potter, J. Ney ; 1888, N. Potter, Joseph Jackson, Thos. Edwards ; 1889, Jos. Jackson, T. Edwards, Jos. McIntyre ; 1890-1, P. Arbogast, Jos. McIntyre,

Thos. Edwards ; 1892-3, T. Edwards, P. Arbogast, John Butler ; 1894, T. Edwards, John McNeil, P. Arbogast ; 1895, P. Arbogast, J. McNeil, Jas. Russell ; 1896, J. Russell, P. Arbogast, Oliver Harris ; 1897-8, O. Harris, L. Turner, C. Ratz ; 1899, P. Arbogast, L. Turner, C. Ratz ; 1900-1, P. Arbogast, O. Harris, L. Turner, C. Ratz ; 1902, L. Turner, O. Harris, P. Seebach, C. Ratz.

*Clerks.*—1850-2, John McIntyre ; 1853-7, Thos. Dunn ; 1858, Daniel McPhail ; 1859-67, Wm. Davidson ; 1868-72, Richard Moore ; 1873-8, Geo. Leverage ; 1879-1902, John Wilson.

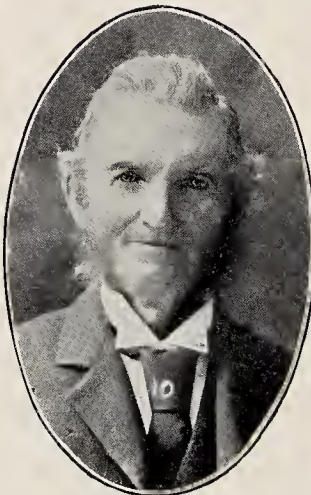
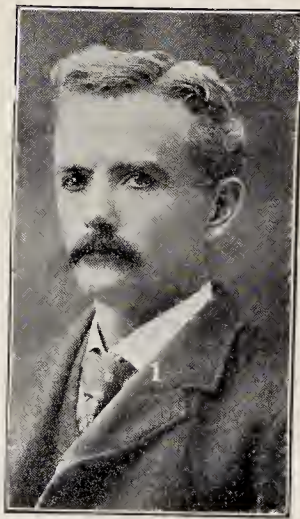
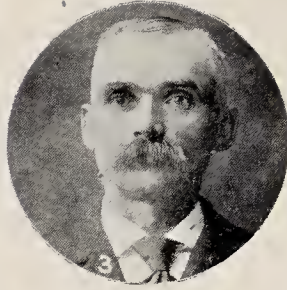
*Assessors.*—1850, John Lambert ; 1851-2, Wm. Rath ; 1853, Thos. Smith ; 1854, Jas. Anderson ; 1855-8, Robt. Porteous ; 1859, Wm. Aldred ; 1860, Robt. Porteous ; 1861, Thos. Shillington ; 1862-3, R. Porteous ; 1864-7, Edward Turner ; 1868, Henry Hanson ; 1869-70, Richard Watson ; 1871, Jas. Brown ; 1872, Thos. Skinner ; 1873-4, Jas. Brown ; 1875, Richard Watson ; 1876, E. Turner ; 1877-83, Jas. Brown ; 1884-5, Wm. Courtice ; 1886-94, Richard Francis ; 1895-1902, Jos. McIntyre.

*Treasurers.*—1850-9, James Brown ; 1860, Wm. Davidson ; 1861-1902, John Cole.

*Collectors.*—1850-55, Duncan Campbell ; 1856-61, Angus Campbell ; 1862, Edwin Turner ; 1863-4, Wm. Davidson, sr. ; 1865, Jacob Bald ; 1866-7, William Davidson, sr. ; 1868-70, Thos. Skinner ; 1871, Samuel Gourlay ; 1872-7, Ferdinand Ullrick ; 1878-9, Thos. Skinner ; 1880, F. Ullrick ; 1881-3, Wm. Courtice ; 1884-94, Alex. Bothwell ; 1895-7, Jno. Butler ; 1898-1902, Jno. Roger.

*Auditors.*—1850, John Buchan, Wm. Rath ; 1851, John Buchan, Chas. Thorn ; 1852-4, Chas. Thorn, Thos. Sloane ; 1855, Thos. Matheson, Chas. Thorn ; 1856, Thos. Matheson, John McGill ; 1857, Chas. Thorn, John McGill ; 1858-60, Wm. Davidson, Hugh Chisholm ; 1861, John Mitchell, Andrew McPherson ; 1862-3, Wm. Riley, H. Chisholm ; 1864, Geo. West, H. Chisholm ; 1865, Geo. West, J. Buchan ; 1866, Jos. Hunt, J. Buchan ; 1867, H. Chisholm, Jas. Woodley ; 1868, Jas. Brown, H. Chisholm ; 1869-73, Wm. Davidson, sr., Jas. Brown ; 1874-5, John Buchan, Jas. Brown ; 1876-90, Jas. Brown, Wm. Davidson ; 1891-2, Wm. Sterritt, J. H. Keeler ; 1893, Wm. Sterritt, Jas. H. Harper ; 1894-1901, Wm. Sterritt, Jas. Ward ; 1902, Wm. Sterritt, Richard Pomeroy.





### BLANSHARD OFFICERS FOR 1902.

1. John Fotheringham, Reeve. 2. William Johnston, Auditor. 3. Eggleston McDonald, Councillor. 4. John H. Jameson, Clerk. 5. Charles Robinson, Councillor. 6. Joseph Pearn, Councillor. 7. David Bonis, Councillor. 8. Augustus Brethour, Collector. 9. MacCausland Irvine, Auditor. 10. Robert Beatty, Treasurer. 11. Edward Kennedy, Assessor.



## CHAPTER XIV.

### BLANSHARD.

Blanshard township is situated in the centre of a great triangle, formed by the Huron road, Governor's road, and the London and Goderich road, extending from London to Clinton. It received its name in honor of Mr. Blanshard, a director of the Canada Company, and was not surveyed till 1839. This municipality was, therefore, the last to be opened up in the Huron Tract. That it should thus have remained so long did not arise from undesirable conditions in the soil. On the contrary, it contained no swamp, rocky, or waste lands to interfere in any way with pioneer operations. Indeed, it contains, perhaps, a larger block of unbroken surface than can be found elsewhere in this county. Like Hibbert, its backward position arose from circumstances connected with the surveys of surrounding municipalities.

When opened for settlement no township in this county was more rapidly taken up. Its soil was uniformly so good, that in a period extending from 1841 to 1848, every acre was claimed by owners, lessees, or "squatters." A contiguity of pioneers to each other in a new country has a marked effect in its progress. Where swamps exist, or land is broken by rock, sand, or other obstacles to retard operations of the woodman, settlers become isolated from each other. This condition renders road making and building of schools and houses too heavy a task to those few so sparsely located on suitable intervening lands. No such obstructions affected this township. Blanshard had no difficulties extraneous to those inseparable from life in the woods under favourable conditions. Progress was, therefore, rapid, extending in a very short



time to every section. It is also noticeable in a new country that advancement is largely dependent on the character of those by whom it is settled. Indeed, this is of greater consequence to development than extreme fertility of soil. This county was most fortunate in being located by people of British origin and Germans. A better class of bushmen could not be obtained from any other nationalities, and results afford ample evidence of this fact.

Blanshard was settled almost entirely by people from the north of Ireland, particularly that portion west of the river Thames. East of the river, surrounding St. Marys, Scotch predominated. West of the river, north of Ireland people were immensely in the ascendency. Settlement began almost simultaneously north and south of the Little Falls. The McGregor family, Legg, Mackintosh, Forrester, Weir, Delmage, Sinclair, and Jickling were pioneers. Southward were Bradly, Pickard, McVannel, Weston, Tasker, and Hutchings. Extending north and south on the Mitchell road were Christie, Henderson, Doupe, Switzer, Sparling, Armstrong, McKinnett, Cameron, Carrol, Rea, Warren, Sansburn, Bell, Draper, Willis, and Hayes. On concession one were Bell, Meighen, Irvine, Robertson, and Gowan. On two and three were Cameron, Dickinson, McCullough, McCallum, Anderson, Switzer, Beatty, and Sparling. On four and five were Spearin, Shier, Kennedy, Irvine, Berry, Robinson, Hazlewood, and Burns. On six and seven, Benner, Marriott, Cathcart, Creighton, Paynter, Chappell, Riordan, Morrill, Murphy, and Miller. On eight and nine were Rea, Willis, McIntyre, Stafford, Moutray, Sawyer, McDougall, Parker, Dwyer, and Quinn. On ten and eleven were Somerville, Slack, Crawford, Dinsmore, Shipley, McDonald, Styles, Gilpin, and Hopkins. On twelve were Hayes, Byfield, Radcliff, Crawford, Foster, Gunning, and Morley. By far the greatest number of these were north of Ireland people, and apparently drawn from the better class. Many were characterized by intelligence, high sense of honour, and an air of refinement much in advance of those coming from a land where education could scarcely be obtained. They were intensely loyal to their country, and proud of its achievements by land and

sea. In those feelings were hid the elements of success. A people who have no pride in former historical records of their country are in the first stage of national decay. An individual who has no pride in his family or ancestral honour has lost the highest incentive to honour in himself, and is on the verge of moral decrepitude. Between 1841 and 1848 the whole township may be said to have been "taken up." During that period, however, comparatively little of it had been patented or "deeded." In fact, as late as 1850 very few titles had been granted in Blanshard. According to the system adopted by the Canada Company in disposing of their lands first by leasehold tenure, it was not till these agreements had expired that a settler applied for his patent. As these indentures covered a period of ten years, all those issued between 1841 and 1848 expired between 1851 and 1858. In this interval, therefore, a large portion of land was patented. In cases where a settler was unable to secure his deed another lease was granted at a slightly increased price, if desired, by adding  $2\frac{1}{2}$  per cent. to the original cost. A number adopted this plan of holding their land rather than borrow money to pay for it. At the same time we regret to say that names appear in many of our first title deeds of men who never endured the hardships of pioneer life. Recourse was had to mortgaging for securing their patents by quite a number, at rates of interest from 15 to 25 per cent. per annum. At such prices for money it is not surprising that very few were ever able to redeem themselves. While this occurred in too many instances, it is gratifying to know that a large number were able to discharge all their obligations from their own earnings, and obtain that much coveted, long hoped for, and hard earned piece of parchment, on which were written the magic words "the said lands to have and to hold to him and his heirs for ever."

The Canada Company's records in Toronto show that the first patents for land were granted in Blanshard, as follows:—On concession No. 1 to Gordon Meighen, November 27, 1844, and three days later another on the same concession was granted to William Beatty. On concession No. 2, Donald Cameron, on

Sept. 25th, 1843. On concession No. 3, to Archie McCallum, on October the 7th, 1844. On concession No. 4, to Adam Shier, on June 18, 1844. On concession No. 5, to Gerard Irvine, on Sept. 13, 1846. On concession No. 6, to Alexander Jamieson, on Oct. 3, 1846. On concession No. 7, to David Smith, on August 6, 1846. On concession No. 8 to Neil McLennan, on June 20, 1851. On concession No. 10, to Thomas Dinsmore, on February 26, 1853. On concession No. 11, to Samuel Radcliffe, on February 26, 1847. On concession No. 12, to Peter Watson, on December 27, 1849. On concession No. 13, to Thomas Christie, on March 5, 1844. On concession No. 14, to Thomas Skinner, on August 6, 1853. On concession No. 15, to William Fleetford, on November 1, 1842. This patent granted to William Fleetford appears to be the first issued in the township of Blanshard, and was for lot 15, on concession 15. On concession No. 17, to Adam St. John, on July 18, 1848. On concession No. 18, to Walter Stinson, on May 12, 1848. On concession No. 19, to Robert Patterson, on May 20, 1845. On concession No. 20, to Caleb Richardson, on September, 1848. On the north boundary concession, to Edward Delmage, 1848. On the south boundary concession, to George Jackson, on December 22, 1848. On the east Mitchell road concession, to John Sparling, on June 8, 1844. On the west Mitchell road concession, to Donald Cameron, on August 6, 1845. On the west boundary concession, to Jasper Ward, on August 27, 1852. On the Thames concession to Thomas Ingersoll, on February 19, 1844. To James Ingersoll, on August 13, 1849, was granted a patent for an island below the falls, in the river Thames, containing one acre and seven perches, and for which he is to pay therefor the sum of five shillings. On the 6th day of August, 1845, a patent was granted to the Rev. Ephraim Evans, of London, for part of lot No. 22, concession No. 8, for a place of interment. This grant was made to Mr. Evans, who applied on behalf of the settlers in the district for a plot to bury their dead, and was made by the Canada Company without any consideration.

From the time the first settler erected his solitary shanty by the River Thames, in 1841, every day brought some new adventure to the municipality.

In 1844 Blanshard contained 972 inhabitants and had 619 acres under cultivation. In 1850 her population had increased to 2,562 souls, with 6,140 acres under cultivation. In 1861 the population was 3,774, exclusive of St. Marys. Her total product raised in 1849 was 24,000 bush. wheat, 13,000 bush. oats, 4,000 bush. peas, 17,000 bush. potatoes, 41,000 bush. turnips, 41,000 lbs. maple sugar, 4,000 lbs. wool, and 4,900 lbs. butter. It was necessary, therefore, that some local authority should be set up for the government of the people and regulating affairs in this now important settlement. Previous to that period (1844) Blanshard, Fullarton and Downie had been formed into one district for municipal purposes, and a meeting was held in the school house in Stratford on January 3, 1842, to elect certain officers and pass by-laws. In these meetings of our old pioneers a practical illustration of those socialistic principles of initiative and referendum was a prominent feature in their legislative deliberations. Conditions in some directions have not greatly changed since the first meetings of these local parliaments. Much of the legislation enacted regarding fence viewers, pound keepers, and animals running at large, still form the primary principle of the municipal enactments at the present day, with scarcely any modifications. It appears from the minutes of this meeting that Blanshard was unrepresented. It is doubtful if any organized system of government obtained in this township till 1844. In that year a meeting of ratepayers was held in the village (St. Marys), to form a local government under authority of the legislative enactment of 1841, Mr. Thomas Williams being chosen clerk. Of the business transacted at this meeting we have no record. On the third of January, 1848, the people of Blanshard again met, at Joseph Casey's tavern, to pass by-laws and appoint certain officers for the current year. At this meeting Mr. George Birtch was elected chairman, Milner Harrison, township clerk; Thomas Shoebottom, councillor (for the district, I presume); Rody Hanley, assessor; Edward Styles, collector; poundkeepers for the village, Samuel Fraleigh, Thomas Skinner; in the township, John Switzer and Daniel Powell. The wardens were Rody Hanley, Christopher Sparling, and James Pangburn.



At the close of their electoral duties the assembled ratepayers next assumed the functions of a Legislative Assembly. On this occasion the result of their deliberations was embodied in certain enactments: That every pathmaster should be a fenceviewer in his own division; no fence should be less than  $4\frac{1}{2}$  feet high, staked and sidered or locked; no seed animals to run at large; no breachy cattle to run; no hogs under thirty pounds to run, all above forty pounds to be free commoners. Their legislative functions being thus completed, the House was prorogued with three cheers for the Queen. With that supreme wisdom which characterizes many of our legislators of to-day, they no doubt sought the means of recuperation to their exhausted faculties in that exhilarating cordial dribbling from Mr. Casey's barrels. It appears, however, that some irregularity in connection with this election had occurred, which led to a warrant being issued by William Chalk, Warden of Huron, to James Clendinning, of St. Marys, for a new election. This nomination was held at Ashel Morris German's tavern, village of St. Marys, when Thomas Christie and Thomas Shoebottom were candidates. At the close of this contest Mr. Christie was declared elected by a majority of sixteen votes. It will be noticed from reports of these meetings that Mr. Hanley held the dual office of assessor and township warden for that year. On January 1st, 1849, another meeting of ratepayers was held at Ashel Morris German's tavern to elect officers. At this meeting Mr. William Patterson Smith was elected chairman, Milner Harrison clerk, Rodey Hanley assessor, Edward Styles collector, Samuel Fraleigh poundkeeper for the village of St. Marys, and C. G. Sparling, Rody Hanley, Henry Willis, township wardens.

Previous to 1850 I find no statement as to salaries paid township officers. The first statement of accounts is dated July 21st, 1847, where the total receipts are set forth as amounting to £90, 8s., 3d., with an expenditure corresponding to this amount exactly. In an item dated September 15th, Mr. Harrison is allowed for clerk's fees £1, 8s., 3d. This account is certified as being correct by Mr. Hanley, Mr. C. G. Sparling, and James Pangburn, wardens.

In the records of March, 1847, is found a statement which will be somewhat amusing to the people of Blanshard at the present day. The first entry is in March 8th, 1847 :—"Milner Harrison's mark is a split in the right ear ; James Smith's mark is a piece cut out of the end of the right ear ; William Carroll's mark is a small round hole in each ear ; Thomas Ingersol's mark is a piece of the left ear split in and cut out under to make a square notch ; Jeremiah Crysler's mark is a split in the left ear ; Peter Smith's mark is a three cornered burn of the hip ; George Tracey's mark is a split in both ears, forming a swallow's tail ; Joshua Brink's mark is a piece cut out of each ear, on the upper side, in the shape of a half moon ; Christopher G. Sparling's mark is a round hole in the right ear, the size of a musket ball ; Parden Fuller's mark is a round hole in the right ear, and a half round in the left ear ; Robert Birtch's mark is a round hole and a split in the left ear ; Caleb Richardson's mark is a piece cut square out of the left ear ; Noah D. Carrol's mark is a piece cut off from the right ear." This completes the list of gentlemen who appear to have placed themselves on record. There is no explanation why such a mark is necessary, whether it was to distinguish the parties themselves, or any animal of which they were possessed. Neither is it peculiar to the officers, although a number of them appear to have received it. This town meeting of 1849 was the last under the old system. In 1850 a new order of municipal government was introduced. A great piece of legislation it was, and productive of great good to the people of this country. The old system was swept away. Those old town meetings, where all the ratepayers meet together for legislative purposes, and in a most hilarious mood, often interspersed with a snatch of an old Irish song or humorous story between their several enactments, passed more effective legislation in a couple of hours than both our Houses of Parliament could after a long period of incubation. A district councillor was no longer elected. The office of township warden was abolished. A position of real dignity and honour was conferred on our public men. The manner of their election was conducted with formality and a certain amount of decorum, unknown at the town meeting.

This gave those who were chosen a prestige never before enjoyed by our representatives.

In compliance, therefore, with this new Municipal Act, the first council of Blanshard met to transact business, January 20, 1851, at William Guest's tavern, at ten o'clock a. m. At this meeting were Thomas Boy Guest, reeve; Arundel Hill, Henry Willis, Geo. Adair and William Chambers, as councillors. Officers elected were Thomas Ingersol, clerk; J. K. Glendining, assessor; Thos. Christie, treasurer; William Sparrow, collector; William Patterson Smith and John Ingersol, auditors. A list of officers is subjoined from 1852 to 1902:

*Reeves.*—1852, John Robinson; 1853, T. B. Guest; 1854-5, Arundel Hill; 1856-9, David Cathcart; 1860-1, John Dunnell; 1862-5, Benjamin Stanley; 1866, John Gould, 1867, E. R. Gooding; 1868, James Dinsmore; 1869-71, David Cathcart; 1872, Andrew Driver; 1873-4, David Brethour; 1875-6, Robt. Beatty; 1877-8, James Dinsmore; 1879-80, Andrew Driver; 1881-2, William F. Sanderson; 1883, William Johnston; 1884, W. F. Sanderson; 1885-6, James Dinsmore; 1887-8, Thomas Lawton; 1899-90, Robert Beatty; 1891-2, William Hutchings; 1893, David Johnson; 1894-5, Daniel Sinclair; 1896-8, Robert Berry; 1899-1900, George Elliott; 1901-2, John Fotheringham.

*Deputy Reeves.*—1852, George Adare; 1853, Arundell Hill; 1854, Gilbert McIntosh; 1855, David Cathcart; 1856-7, Amos Doupe; 1858-9, John Dunnell; 1860, David Cathcart; 1862-5, E. R. Gooding; 1863, Frank Anderson; 1866, Hugh Thompson; 1867, James Dinsmore; 1868, George Huston; 1869, A. M. Driver, 1870-1, George Huston; 1872, David Brethour; 1873-4, Robert Beatty; 1875-6, John Dinsmore; 1877-8, William McCullough; 1879-80, W. F. Sanderson; 1881-2, Jas. Spearin; 1883, Thos. Lawton; 1884, Wm. Hutchings; 1885-6, Thos. Lawton; 1887-8, Geo. Hudson; 1889-90, Wm. Hutchings; 1891-2, David Johnson; 1893-5, Robt. Berry; 1894, Robert St. John; 1896-7, Geo. Ulliott; office abolished.

*Councillors.*—1851, Arundel Hill, Henry Willis, Geo. Adare, Wm. Chambers; 1852, H. Willis, Moses Sinclair, T. B. Guest;

1853, H. Willis, David Cathcart, Wm. Beatty ; 1854, David Cathcart, Samuel McDonald, Richard Tims ; 1855, Amos Doupe, James Dinsmore, A. McDonald ; 1856, James Dinsmore, J. Dunnell, J. R. Burrit ; 1858, James Dinsmore, C. Switzer, Thos. Williams ; 1859, Jas. Dinsmore, Thos. Williams, Reuben Switzer ; 1860, Thos. D. Hamilton, James Dinsmore, Frank Anderson ; 1861, Adam Shier, Rody Hanley, Benjamin Stanley ; 1862, Adam Shier, J. Dunnell, F. Anderson ; 1863, J. Whimster, Wm. Sparrow, E. R. Gooding ; 1864, W. Sparrow, Thomas Lennox, T. Anderson ; 1865, John Gould, Hugh Thompson, T. Anderson ; 1866, F. Anderson, E. R. Gooding, Benjamin Stanley ; 1867, Duncan McDougall, Adam Shier, Geo. Huston ; 1868, Adam St. John, A. M. Driver, D. McDougall ; 1869, A. St. John, Alex. Jamieson, D. McDougall ; 1870-1, Alex. Jamieson, W. Johnston, G. D. Lowrie ; 1872, John Dinsmore, Robt. Beatty, Wm. Sterritt ; 1873-4, J. Dinsmore, William McCullough, Peter McVannell ; 1875, W. McCullough, P. McVannell, Aaron Sawyer ; 1876-7, A. Sawyer, A. St. John, Jas. Spearin ; 1878, A. Sawyer, Jas. Spearin, W. F. Sanderson ; 1879, A. Sawyer, Jas. Spearin, W. Roger ; 1880, Jas. Spearin, Thos. Lawton, Wm. Hutchings ; 1881-2, W. Roger, W. Hutchings ; Thos. Lawton ; 1883, Wm. Hutchings, W. Roger, W. H. Graham ; 1884, W. H. Graham, Thos. Pearn, Geo. Hudson ; 1885-6, W. H. Graham, G. Hudson, George Spearin ; 1887-8, David Johnson, Peter McVannell, Jno. Dickenson ; 1889, Robert Berry, Daniel Sinclair, D. Johnson ; 1891-2, R. Berry, Robert St. John, D. Sinclair ; 1893, R. St. John, Wm. Robinson, George Ulliott ; 1894, W. Robinson, Jno. Fotheringham, W. Dinsmore ; 1896-7, J. Fotheringham, Amos Marriott, Geo. Ulliott ; 1897-8, J. Fotheringham, W. Dinsmore, A. Marriott, G. Ulliott ; 1899-1900, A. Marriott, David Bonis, Egleson McDonald, Charles Robinson ; 1901, David Bonis, Jas. Donald, Chas. Robinson, Egleson McDonald ; 1902, David Bonis, Chas. Robinson, E. McDonald, Jos. Pearn.

*Clerks.*—1851-3, Thomas Ingersol ; 1854, Thomas Christie ; 1855-72, William Wilson ; 1873-81, William Johnston ; 1882, A.



M. Driver; 1883-6, Samuel Clark; 1887-8, William Johnston; 1889, John H. Jameson, present clerk.

*Assessors.*—1851-2, J. K. Glendining; 1853-5, George Adare; 1856-7, William N. Ford; 1858-9, Amos Doupe; 1860, William Raymond; 1861, Amos Doupe; 1862, Jas. Livingston; 1863, John Campbell; 1864-7, Edward Delmage; 1868, Jas. Livingston; 1869, Edward Delmage; 1870-1, Jas. Livingston; 1872, William McCullough; 1873, George White; 1874, John Morris; 1875-6, Edward Delmage; 1877, A. M. Driver; 1878-85, Robert Beatty; 1886-1902, Edward Kennedy.

*Treasurers.*—1851-4, Thos. Christie; 1855, Johnston Armstrong; 1856-71, William Miller; 1872, George Huston; 1873-6, Joseph Stephens; 1877-80, David Cathcart; 1881-3, George D. Lowrie; 1884-6, A. M. Driver; 1887-93, George D. Lowrie; 1894-1902, Robert Beatty.

*Collectors.*—1851-5, William Sparrow; 1856-60, Rody Hanley; 1860, George Adare; 1861, C. D. Sparling; 1862-67, David Cathcart; 1868-71, David Brethour; 1872-82, William H. Graham; 1883-9, John Anderson; 1890-3, P. S. Armstrong; 1893, Aug. Brethour; 1894, P. S. Armstrong; 1895-7, William Cade; 1898-1902, Augustus Brethour.

*Auditors.*—1851-2, John Ingersol, William P. Smith; 1853, J. K. Glendining, Rody Hanley; 1854, Wm Barron, J. R. Burrit; 1855, W. Miller, W. Woods; 1856, Thos. Williams, W. Woods; 1857, John Dalzell, W. Woods; 1858, Arundel Hill, William Woods; 1859, Arundel Hill, Thos. Wilson; 1860, Hugh Paterson, Thos. Wilson; 1861, John Campbell, W. Woods; 1862, David Dinsmore, W. Woods; 1863, Mathew Rooney, D. Dinsmore; 1864-6, W. Woods, Robert Somerville; 1867, M. Rooney, R. Somerville; 1868, John Campbell, J. Stephens; 1869-71, John Campbell, William Robinson; 1872-3, J. Campbell, T. O. Robinson; 1874, J. Campbell, Edward Delmage; 1875-8, J. Campbell, Philip Kerr; 1879-80, J. Campbell, G. D. Lowrie; 1881-2, J. Campbell, Thos. Pearn; 1883, J. Campbell, William Ford; 1884, J. Campbell, Robert Somerville; 1885, J. Campbell, W. Ford; 1886, W. Johnston, W. Ford; 1887, W. Ford, W. Roger; 1888-9,

Thos. Armstrong, W. Roger; 1890-2, John Campbell, W. Roger; 1893, John Burns, J. Campbell; 1894-5, J. Campbell, W. F. Sanderson; 1896, J. Burns, W. F. Sanderson; 1897-8, W. Johnston, J. Burns; 1899-1901, Jas. Morrison, MacCausland Irvine; 1902, W. Johnston, Mac. Irvine.

The council of 1851 had most important duties to perform. There were no precedents for their guidance in the various functions given to them by the new Act. The whole machinery of municipal action had to be set in operation, and of necessity there would be some friction. A set of officers had to be appointed to assist in administration, who, whatever their qualifications may have been, certainly knew nothing of those duties they were required to perform. It is not surprising, therefore, if we find that municipal business was frequently conducted in a manner which would not be acceptable to-day. To us it appears marvellous how township councils did so well. If errors were made, they were in most cases on the side of economy. Any remuneration granted to officers for their important services indicates a jealous watchfulness over the public purse. The clerk, on whom rests a great responsibility, received £12, 10s. ; collector, £12 ; assessor, £16s., 10s. per annum ; councillors, each per day, 6s., 3d. ; auditors, £1 each for each audit ; and returning officers, 12s., 6d. for each election ; treasurer, 2½ per cent. for all monies passing through his hands. In July of this year a rate of six-eighths of a penny in the £ was levied to build a new bridge over the Thames, at St. Marys. This was an old frame structure on Queen street, that occupied the site of the present stone bridge, which replaced it nearly 40 years ago. Previous to erecting this wooden bridge in 1851, there had been one constructed of logs, an old pioneer, swept away by a freshet. The contract on the frame was let by tender to William Noble for £150, approaches not included. In 1851 was also organized the London and Proof Line Gravel Road Company, which constituted the first gravel road west of St. Marys. This road extended from the River Thames westward to the Mitchell road, and south to Prospect Hill, where it entered Biddulph. The council, recognizing the

utility of this work, borrowed £2,000 to assist in its construction, the first and last loan ever obtained by this municipality.

In February of 1853 the board met at Mr. James McKay's hotel, St. Marys, and fixed a rate for tavern licences at £5, 10s. for St. Marys, and £3, 10s. for Blanshard. They also appointed five inspectors of hotels to compel an observance of the law by those holding licences. Both village and township in those days appear to have been well supplied with hotel accommodation, Blanshard having thirteen and St. Marys about as many more. In this year of 1902 Blanshard has not, nor has it had for three years, a hotel within its limits, and St. Marys, with a population of 3,500, has only six. Those inspectors appointed for the onerous work of viewing hotel premises and sampling liquors kept in stock were J. K. Clendining, Ruben Switzer, Rody Hanley, William McCauley, and Thomas Anderson.

In 1856, remuneration to municipal officers was again considered by the board, and increased allowances were made in several instances. Clerk, £20; assessor, £13; collector, £15; auditors, each £1, 10s.; councillors, each per day, 10s.; inspectors of licenses, £1, 10s. each; returning officers, 15s. In this year the capital of Blanshard was located at Skinner's Corners, which has been the seat of government ever since. The council considered the change necessary. St. Marys being incorporated in 1855, assumed all management of its own municipal affairs. An allowance of 2½ per cent. was still made to the treasurer, and continued to be so till 1870, when it was withdrawn, and an annual salary given instead.

At this period roads were still in bad condition, although they were all chopped out and cleared, excepting a portion on the south-west corner, which, from its swampy nature, was several years later in its improvements than those more favoured localities. In many sections the corduroy was still uncovered, and served as a monument to the ingenuity of our old pioneer in his primitive construction of roads under most adverse circumstances, and with an utter disregard of comfortable travel, or those consequences arising to life and limb in traversing their rough wooden ridges. In

1859 was constructed the St. Marys and Exeter gravel road, extending along what is known as the Base Line from the Mitchell road to the western boundary. This road was a great boon to those people residing in the western part of Blanshard, enabling them to reach a good market in St. Marys with comparative comfort. These gravel roads were kept up by tolls, levied on all vehicles passing through toll gates erected every five miles. About 1865, our pathmasters had recourse to a system of gravelling on those divisions under their authority, and so rapidly did this work proceed that in the course of a few years nearly all the roads in this municipality were gravelled. This rendered those highways which had been built by joint stock companies unproductive and unprofitable to stock holders. In 1870, therefore, the council bought the London and Proof Line Company's stock, removing the toll gates; and three years later they became owners of the St. Marys and Exeter gravel road, from which the gates were also removed. Since that period, excepting two years, no toll gate nuisance has existed within this municipality. From its first settlement till 1900, all roads had been under the authority of pathmasters, and were kept in repair by statute labour. During that year, however, the council had recourse to a new system of road making, and, by a sweeping measure, abolished statute labour altogether. This was the greatest innovation made by any council since the abolition of the toll gates. Our experience of this new system, although short, is satisfactory, and affords a proof of the wisdom and progressive character of that council who were sufficiently bold to strike down an old established usage, which, in its life time, had been productive of much good. We will have occasion, however, to refer to this matter in another part of this work.

Building schools early engaged the attention of our people in Blanshard, but at what period of time our first school section was formed it would be impossible for me to say. There are no records regarding those transactions of our local government earlier than 1847, and even those till 1851 are of a meagre description. It is also unfortunate that in the archives at Goderich there are no records from 1842, during nearly all that period that



a district government existed. Our first Council, in 1851, however, passed a motion adopting certain by-laws then in force, "and the said by-laws remain in full force and virtue until repealed." By Law No. 8 of this code relates to a division of the municipality into school sections. This township, therefore, must have been divided for school purposes prior to municipal organization in 1850. Subsequent to this period, that conflict over existing boundaries, and those changes constantly being made in forming new sections, soon began, and which continued to rage with more or less fury for a period of thirty years. It is but fair to say, however, that this war did not arise from selfishness in those affected, nor from a contravention of existing rights. Indeed, it arose from an opposite principle, and was the natural outcome of a spirit of equality and an assertion in its widest sense of that primary principle underlying the School Act. In forming original sections, regard was had only to a settlement, as it then existed, and not to any future extension or other circumstance that might affect it. When a new section was formed, a school building was erected in as central a portion as possible, that all could derive an equal advantage as to distance. Time brought new settlers, whose location naturally implied connection with a school. By accepting these new comers, existing boundaries were extended in a manner that may have placed the school building already erected altogether to one side, rendering those arrangements of a few years before no longer equitable. It was not for a long period of years that an abatement of school-section legislation took place, and a termination reached suitable to nearly all parties.

In 1853, schools having been established, the council turned its attention to a further extension of our educational facilities through a township library. On November 25th of that year, Mr. Miller and Mr. Cathcart introduced a motion granting £50 to establish a public library. This was carried by a unanimous approval of the board. On December 21st the council, feeling themselves unable to grapple with such a momentous question as supplying mental pabulum to the people of Blanshard, appointed themselves

a committee of the whole to deal with it. They also associated with this committee several gentlemen of literary merit, as an advisory board, comprising: Mr. William Woods, Johnston Armstrong, Rev. Mr. Lampman, Dr. Wilson, J. K. Glendining (C.E.), J. R. Bennett, Dr. Wood, Dr. Coleman, and clergymen of all denominations. A township librarian was appointed in Mr. Thomas McIntosh, with a salary of £4 per annum, and who had to furnish security in £40. Ward librarians were to receive £2 per annum, and furnish security in £20 each for a due performance of their duties. In Ward No. 1 Mr. McIntosh was also ward librarian, and received 65 volumes. In No. 1 was also appointed Duncan McVannell, who received 57 volumes. This division of Ward No. 1 into two districts was rendered necessary in order to better accommodate that portion of the municipality lying north and south of St. Marys. In Ward No. 2, John R. Bennett received 133 volumes. In Ward No. 3, William Sansburn received 136 volumes. In Ward No. 4, Mrs. Cathcart received 137 volumes. In Ward No. 5, David Mericall received 137 volumes, making a total of 665 volumes. These apportionments were exchanged at stated intervals, in order that each ratepayer in turn would share the whole. This institution does not appear to have been successful, although, from many of the books we have seen, selections appeared to have been made with excellent judgment.

Prior to 1859, Blanshard had but few churches, and those of a not very substantial order. In the western portion there were no churches at all. Still no lack of religious observances prevailed because of no churches. The old log school house served a double purpose of seminary and sanctuary. The shanty of a settler was always open as a place of worship, and within its rude portal was always a place of rest for the minister. All the denominations that exist in this township to-day, existed then. Previous to 1845, Mr. Johnston Armstrong and others organized what is now known as Zion Congregation, on the Mitchell road. At Prospect Hill, the Anglican Church established a mission at a very early date. This body had also erected a log church in the 6th con.,

near Woodham. In 1860, however, this old log building was no longer used for public worship, and a new church was erected at Kirkton, on the boundary between Usborne and Blanshard. In 1900 this building was removed, and a brick edifice erected, which, over and above its utility, is very ornamental. Previous to 1859, a Presbyterian mission had been established at what is now Anderson P.O., by Mr. Alexander Wood, but this did not long survive Mr. Wood's removal from Blanshard, when it was discontinued, a portion of its members joining Motherwell church, and another portion annexing themselves with Usborne, erected a stone building in 1861, which still stands, and is known as Kirkton Presbyterian church. About the same time was erected by the Methodists in Kirkton a small brick building, which was removed some years ago, giving place to the largest house of worship in Blanshard. At this period there seemed to be a mania with regard to building churches, and the people of Blanshard must have contributed to nearly a score of such structures. Subsequent to the union of those branches of which the Methodist Church was then composed, many of these old buildings were found to be unnecessary. Larger congregations were made up of those former disjointed elements, when more commodious structures were erected. The first move was made at Kirkton, followed by McIntyre's, on the 8th concession; Woodham, Zion, Anderson, Cooper's, on the base line; Salem, on the 4th concession, and the Methodist church at Prospect Hill. All these churches, with the exception of Cooper's and Prospect, are substantial brick buildings. The Presbyterians have no churches in Blanshard, Church of England only one. The Methodists, it may be said, possess all church property in this township.

In a municipality possessing so many natural advantages, one would suppose that many villages would be found within its borders. Such is not the case. St. Marys seems to have absorbed the trade of nearly the entire country. All leading roads converging near or in the town, together with the railway, give St. Marys a predominance which has effectually barred all other trading centres for several miles in every direction. Of those few villages,

or "corners," which have sprung up, Kirkton is the most important. This pretty hamlet is located ten miles west of St. Marys, and is partly in Blanshard and partly in Usborne. Its first building was of logs, and was a general store kept by Timothy Eaton, now of Toronto. On the corner of lot 8, W. B. concession of Blanshard, a small brick cottage was erected in 1857, afterwards occupied as a general store. South and southwest still waved old primitive forest trees. Kirkton, for several years, made slow progress, being retarded, strange to say, by a certain proprietor refusing to sell lands for building. A survey was made by Alexander Kirk of lot No. 8, and lot No. 9 having changed hands in the meantime, a survey was also made. On these two lots is built the principal part of Kirkton, being regularly laid out into streets. Since those necessary improvements toward settlement, progress has been made until its present population is now about 200. Kirkton was named in honor of the Kirk family, who were pioneers in this section of Blanshard. Three brothers, Alexander, Lewis and James, located on the lands where Kirkton is now built. Streets in the village are now provided with sidewalks and adorned with shade trees, from whose foliage peep several residences that would do honor to more pretentious places.

Woodham, next in importance, is situated one mile and a quarter south of Kirkton, on the same concession line. This place was founded in 1859 by an English gentleman named Walker Unwin, who built a general store in the spring of that year. During next summer a hotel and grist mill were erected. This new centre was known as the "Corners" for several years, until a post office was opened by Mr. Unwin, when it was named Woodham. There is now located here a grist mill, saw mill, pump factory, two general stores, with several small industries. Its population is about 150.

Blanshard has only another village, known as Prospect Hill, and situated on the boundary line of Biddulph. This hamlet is wholly in Blanshard, but has not made much progress for many years, although surrounded by a splendid agricultural country. Its situation is most desirable, occupying as it does what is, per-



haps, the highest elevation in Blanshard. From this point an excellent and very extended view may be obtained over a large section of country of surpassing richness and beauty. The first post office west of St. Marys was established near this place by Mr. John Bell. Long before Kirkton or Woodham were in existence this was a place of importance, and contained two hotels. Railway construction through Granton diverted its trade into other channels. It now contains a general store, blacksmith's shop, and one house of public entertainment (unlicensed) to accommodate the travelling public.

Blanshard, although rapidly settled and improved, contained no post office outside of St. Marys till 1853, when Fish Creek was opened. That large and magnificent extent of fertile country lying between St. Marys and Exeter, a distance of twenty miles, had no mail accommodation till 1856, when Mr. Timothy Eaton opened an office at Kirkton. In cases of sickness or accident, medical assistance could not be procured nearer than St. Marys or Exeter. When we consider, also, that there were no horses for years subsequent to settlement, a journey to either place having to be made on foot, the condition of any one requiring medical aid was deplorable indeed. In 1868 Dr. Stubbs, a young graduate, located in Kirkton, and at once found a large practice. Kirkton's first doctor was a most amiable man, and at his death, a few years subsequent to his locating, was succeeded by Dr. T. V. Hutchinson, now medical health officer in London, and he again by Dr. William Irving, a most kind hearted and good man. Dr. Ferguson, at present in Kirkton, has an extensive practice, and is also medical health officer of the township. In this village, a few years ago, located Dr. W. R. Carr, veterinary surgeon, who enjoys an extensive and lucrative practice.





#### HIBBERT OFFICERS FOR 1902.

Standing, from Left:—Councillors J. A. McLaren, T. Melady, W. Dalrymple, T. Mahaffy.  
Seated, from Left:—J. Stacey, Collector; J. Jordan, Clerk; W. W. Saddler, Reeve; J. Hamilton, Treasurer;  
P. Feeney, Assessor.



## CHAPTER XV.

### HIBBERT.

The township of Hibbert was named in honor of William Hibbert, Esq., a director of the Canada Company. Its soil is of good quality, road-building material is plentiful in every section. There is excellent drainage, and facilities for transportation are convenient to all. The first concession was surveyed in 1829, concessions 2 and 3 in 1832, and in 1835 a survey of the whole was completed by John McDonald. Excepting South Easthope and Fullarton, Hibbert ranks smallest in Perth County, containing about 42,300 acres. This is all, or nearly all, available for agriculture. Its topographical aspect is undulating, and in some sections hills rise to a considerable height. In its northwest corner is a section of level country, a portion of which at one time was considered swampy. Northeast it is undulating, while passing through between Staffa and Cromarty a range of hills rise to quite an altitude. Cultivation is carried on with skill, and has been remunerative, a system of mixed farming having been adopted. The Scotch element predominate in several sections, who carry out their predilections for stock raising in a marked degree. Their success in this department has encouraged others to adopt their system, which is now carried on throughout. About 1867, when co-operative dairying was introduced into Ontario, a cheese factory was established by Mr. George Hamilton, of Cromarty. This was not a success, and not encouraging for further development. Since creameries were introduced, a factory was established at Staffa, which, unfortunately, was destroyed by fire, and, so far, has not been rebuilt. Dairying, therefore, in this town-



ship has had very little influence in making wealth, and those agencies which have produced such marked results must be looked for in other departments of farm husbandry. Wherever a soil obtains of the description found in Hibbert we believe that a system of mixed husbandry will be found the most productive of material prosperity. Specialism in agriculture is never desirable where soil is of such a character as to admit of mixed farming. Transportation is always an important question with farmers, and lies next to production; in fact, it may be considered a part of it. Whatever can be saved in cost of transporting goods from one point to another lowers that of production, and profits arising from farm operations are enhanced in a corresponding degree. The B. & L. H. Ry. has created markets at Dublin, Seaforth and Mitchell, all convenient for delivering farm products. Within easy distance on its west side is the L., H. & B. Ry., affording excellent market facilities to the southwest portions. These railroads, all easy of access, have contributed largely in developing this township. The centre gravel road, leading through Cromarty, Staffa, and north to Dublin, is a most important highway, and was opened at an early day. In 1854 this road received a small grant from the county road improvement fund, and was supplemented by further grants later on. The improvement followed the pioneer in Hibbert more rapidly than in some municipalities having priority of settlement. A wealth of road material, distributed over so wide an area, was a great boon in road construction, rendering development in highways easy and rapid.

Settlement in this township did not take place to any extent for a number of years after a survey was made. This did not arise from natural disadvantages in soil, but to one of those circumstances which accelerate or retard settlement in new countries. Pioneers, on their onward march, are not unlike grasshoppers in movement, each one, as he comes onward, passes those already located, who have immediately preceded him. In this manner settlements were planted along the Huron road (at long intervals in some places) to Goderich. At this point it was more rapid than further east,

nearer civilization, simply because Lake Huron formed a barrier beyond, which they could not pass. A road had also been opened from London to Goderich, through Exeter, Brucefield and Clinton. Settlers thus came from the south into Tuckersmith, from the east along the Huron road into Downie, Fullarton and Blanshard. Hibbert, therefore, being east of Tuckersmith, and far west on the Huron road, was comparatively isolated, and not settled till these municipalities were all taken up.

Mr. Robert Donkin was probably the first settler in Hibbert. He erected a log tavern on lot 16, first concession. Between Mitchell and this point was level land, having no streams. Caronbrook was the first watercourse from Mitchell westward, and on that account would be at once selected as a place for settlement. A short distance west is Irishtown, or St. Columban, founded by Father Schneider, which formed the first real settlement in Hibbert. Ten years subsequent to this period, in 1842, the total assessment was only £314, or \$1,256. This sum was assessed, as ratepayers, to: Thomas Fox, £54; Michael Guppin, £33; Daniel Kennan and Peter McCann, who had, so far, no improvements; Miles McCann, £67; Hugh McLaughlin, £30; John Borillion, £20; James Mollineaux, £20; Edward Downie, £26, and Arthur McCann, £64. These were all settled near St. Columban. In 1844 it contained 321 inhabitants, and in 1845, 789 acres were under cultivation. In 1850 its population had increased to 695, and 1,808 acres were under cultivation, producing, in 1849, 7,000 bush. wheat, 5,900 bush. oats, 2,000 bush. peas, 5,500 bush. potatoes, 9,600 lbs. maple sugar, 1,500 lbs. wool, and 2,300 lbs. butter.

In 1841 Hibbert and McKillop were set apart as one municipal district. A meeting was called under a warrant signed by Daniel Lizars and Henry Hindman, Justices of the Peace, and held on January 4th, at John Cameron's house. Adolphus Meyers was elected chairman; John Govenlock, clerk; James Young, assessor; Dennis Downie, collector; William Lee and James Cluff, pound keepers. Three overseers of highways were appointed—Alexander Cameron, Robert Watt, and Adolphus Meyers. Rules and by-laws were also passed.

Progress hitherto had been slow, and fifteen years subsequent to the survey of 1829, apart from a few settlers near Irishtown, there were few people in Hibbert. Robert Donkin, who afterwards became prominent in municipal affairs, located prior to 1840; Thomas Fox, Thomas McGoey, David Oughton, and William Maughan were early settlers. In 1848 a few people had located near Spring Hill, as Staffa was formerly called. Thomas Shillinglaw, Charles Tuffin, John Drake, William Worden, Richard Hotham, and Daniel Weese were old pioneers. In other sections were Martin Feeney, James Norris, Arthur Colquhoun, John Miller, Daniel Wood and Charles Fox. Subsequent to 1851 settlement became rapid, and Concessions 10, 11, 12, and 13 were located, and so great an influx had now taken place that in 1857 this township may be said to have been all settled.

Pioneers in this municipality were nearly all of British origin. In the northwest, Irish; southwest, Scotch and English; southeast, nearly all Scotch; northeast, a mixed population of British and German. Like all new sections, early settlers in Hibbert experienced all the hardships and difficulties inseparable from poverty in a new country. In early days, obtaining flour for family use was a problem too difficult to solve. Many an old settler has plodded for miles, through a trackless forest, with a quantity of flour on his back to relieve the pressing necessities of his famishing children. No doubt, in looking back over these trials, everyone thinks his own individual difficulties were unequalled by all others. Wherever there is poverty there must be hardship. Where hopeless poverty exists, distress is greater still. It was a glorious feature in pioneer life that there was always hope. A repast of cow cabbage and turnips was more nourishing when eaten with hope. Almost superhuman efforts were made by pioneers to obtain food for those under his roof, for as Burns has well said:

Thae moving things ca'd wife and weans  
Wad move the very heart o' stanes.

Manufacturing potash and black salts afforded some relief, and was the only commodity for which money could be obtained,

and usually sold for about \$25 per barrel. Those settlers who located around Cromarty, comprising the families of Hogarth, Moon, Taylor, Ferguson, McLarens (Duncan and Alexander), Butler, Chapel, White, and George Hamilton, had great hardships to contend with. Although the Gardners were further back still, their location was preferable, being in closer proximity to the Thames road, which had been opened in 1844. At Francistown mills had been erected at an early day, affording conveniences to this section unattainable elsewhere.

Since 1857, when settlement was completed, Hibbert has become a wealthy municipality. A fertile soil skilfully cultivated, combined with thrift and industry, and excellent transportation facilities, has given an impetus to prosperity not excelled in Perth County. Dublin, a station on the B. & L. H. Ry., is an important commercial shipping point. This village, formerly known as Carronbrook, was founded about 1849, when U. C. Lee opened a store on the farm now occupied by Mr. John Carpenter. A small stream enters the village at its northern limit, passing southward, and was named "Carronbrook," by which the place was known till 1878. At this period it seems to have reached the summit of its glory. A number of years prior to this time, Mr. Joseph Kidd, a most enterprising man, had located, and through a successful prosecution of his commercial schemes, added greatly to its growth. Salt was discovered at Seaforth, five miles west, which, through Mr. Kidd's agency, soon became a factor in developing Carronbrook. This product was brought in conduit pipes from Seaforth. Salt blocks were erected, giving employment to a large number of workmen. He also built a sawmill, and on main street a block of brick stores, which would have been a credit to larger places. Application was now made, in 1878, to be created a police village. The day set apart to change its municipal life and its name was a great day. A pageant was arranged such as had never been seen in this section of Perth County. At dawn was a firing of guns and a great flourish of trumpets, proclaiming the event. A queen of youth and beauty was chosen in Miss McConnell, who, seated on a triumphal car, drawn by beautiful



caparisoned horses, proceeded along main street. In advance was a garter king-at-arms, with a drawn sword, followed by trumpeters, pursuivants and heralds, in gorgeous apparel. At a certain point the trumpets sounded, the men-at-arms drawing their swords, as the heralds proclaimed the advent of a new Dublin, that in material features would some day rank above its namesake lying under the shadow of the Hill-o'-Houth.

The trumpets again sounded, and the great men, the elders among the people, came forth in their robes, and presented with all due respect to the queen of love and beauty the keys of the city, which she as graciously returned. This ceremony being concluded, the trumpets again sounded, and the pageant moved forward. On this day Dublin reached the zenith of her glory, and her future greatness as far as human foresight can go seems as if it were laid in the grave with the mortal remains of that young innocent girl who played so conspicuous a part in this pageant. Failure of Mr. Kidd's schemes proved disastrous to its commercial progress, from which it cannot scarcely be said to have recovered. Dublin contains on its main street a few reminders of its former greatness in those brick blocks which were erected to facilitate its trade. At present there are several excellent stores, two hotels, one of which is in Hibbert, spacious public halls, comfortable private residences, telegraph and express offices, with all those smaller industries usually found in a country village. It is surrounded by a fine agricultural country, and will always be a large shipping point for surplus farm produce. Its present population is under 300, with one resident medical doctor (Dr. Michel). A magnificent church, erected in 1900, will be noticed further on. On July 1st, 1878, therefore, Carronbrook became a police village, named Dublin, and elected as her first trustees Joseph Kidd, Thomas King, and Alexander Ross, the first named, Joseph Kidd, being chosen as inspecting trustee.

Springhill, or Staffa, the name by which it is now known, is situate on the centre road five miles south of Dublin, and was founded in 1854. In 1855 a grist mill was erected, which, for some reason, was not operated for several years. During 1856 a

store was opened by Mr. Hill, of Mitchell, as a branch of his main establishment. This was placed in charge of Mr. Dunn, who was clerk and manager. A few years later a saw mill was also put in operation. In 1859 was opened a hotel, although refreshments for man and beast were obtainable almost since the advent of the first adventurer in a log shanty which had been erected in pioneer days on Main street. In 1856, Mr. John Butler built a blacksmith's shop, which was soon followed by that of several small industries, whose products were in demand by the settlers. When Hibbert was set apart as a separate municipality, Staffa was chosen as its capital, and a hall erected at a cost of \$700, for the accommodation of the municipal government. Staffa at present contains a good hotel, two stores, churches, grist mill, saw mill, a number of neat private residences, and has a daily mail from Dublin.

Cromarty, one mile and a quarter south of Staffa, was founded in 1853, by John McLaren, who built a log building, used for a dwelling and general store. A year or two subsequently to this place being opened, Mr. Joseph Reading erected another store, and a hotel was built in 1855. These commercial ventures were followed by a blacksmith's shop, carriage factory, and a planing mill. This hotel was closed some years ago, although an excellent house of public entertainment is still maintained for the travelling public, no liquors being sold. At present this little hamlet comprises two good stores, blacksmith's shop, several neat private residences, having a daily mail from Dublin. This village was named by John Ferguson, in honour of Cromarty, in Scotland, birth place of Hugh Miller.

With an influx of settlers, religious services became a necessity. It is characteristic of pioneer life, equally with those hardships and inconveniences inseparable from it, that wherever a few people located, some old backwoods preacher soon found his way there. A pioneer minister was like a pioneer bushman to some extent in his life and character. He was energetic and brave. He disregarded toil and hardship in performing his duty. He travelled through trackless forests to fill engagements and break the bread

of life to a few hardy ones who wandered far in search of a home. His visits were made on foot. There were no roads. Streams were crossed on fallen trees. His resting place at night was a pioneer's shanty. Through its walls and trough-covered roof an opportunity was afforded for making astronomical observations of heaven's numberless stars. His fare was such as could be procured in a new settlement. His appetite was like that of a backwoods man, however, robust and healthy, apparently ready for action at all times, night or day. If the cuisine did not embrace a wide range, still there was a healthful bill of fare. A clever appetite is not usually sensitive in its gratification, and in a range of dishes from cow cabbage to beachnut pork, nothing was unacceptable to the pioneer preacher after a journey of ten or fifteen miles through the woods.

The first denomination to hold service in that section near Cromarty was the Presbyterian. From Mr. Donald Park, who is in possession of the Congregational records at Roy's and Cromarty, we are able to mark the progress made during a period of fifty years. In 1849 a brother of Mr. Park had settled on concessions 10 and 11, himself arriving in 1850. At this period a number of Scotch Presbyterians had settled in Fullarton, and were followed by many of their countrymen, extending their locations away up into Hibbert. The Huron Tract at this period was under the ecclesiastical jurisdiction of London Presbytery. This body sent the Rev. Mr. Fraser to visit this new section. Early in 1851 a meeting was called at Mr. William Roy's house to consider the advisability of erecting a church. Only five settlers had then located on the eleventh concession, Mr. Andrew Morgan being on lot No. 1. At this meeting it was decided to accept half an acre from Mr. Roy, whereon to erect a church, and as a place of interment. This is a very beautiful site, and is called Roy's church to this day. I may be pardoned here for introducing a melancholy episode which occurred on the day of this meeting, as indicating those trials and dangers inseparable from backwoods life. Mr. Park says: "On the day of the meeting, Mr. Alexander Clark and his son were chopping in the woods, when a tree fell, killing the

young man. As Mr. Gilbert McIntyre was returning from the meeting, he assisted in removing the body to the little rude shanty in the forest. After two days he was buried, being first to be laid in that quiet resting place at Roy's churchyard.

Meantime an organization meeting was held at Alexander Park's house, and Communion dispensed. On this occasion a membership of sixteen were present: Alex. Park, Mrs. Roy, John Hamilton, Agnes Donald, Duncan Stewart, Alexander Clark, John Barr, Jane McVey, Mary Park, James Russell, Robert Christie, George Hamilton, Andrew Morgan, James Christie, Elizabeth Hamilton, and Agnes Christie. In 1851 a log church was constructed, where services were held until the present stone building was erected in 1872, at a cost of \$3,000. During those three years between 1849 and 1852 a large number of settlers located near Cromarty, when it was resolved to erect another church in that village. A meeting was therefore called, and it was decided to proceed on lot eleven, eleventh concession, one-half acre being presented to the congregation by Mr. Francis Hamilton for a site and burying ground, which was accepted and a church built. On March 3d, 1853, Rev. Mr. Proudfoot, of London Presbytery, met the people in Mr. Park's house, organizing them into a congregation. In November, 1853, Rev. Dr. Caven, now of Knox College, Toronto, was appointed to moderate in a call in favor of Rev. Mr. Barr. This charge at that period was composed of Kirkton, Flatcreek, Roy's, and Cromarty, and the stipend promised was £65 per annum. This call was declined by Mr. Barr; no wonder. In 1854, London Presbytery met in Goderich, when a call was presented to Rev. Mr. Carruthers. The records do not say whether the stipend had been brought under the law of augmentations in the meantime, but it appears this call was not very successful. The first stationed minister in these four congregations was Rev. John Fotheringham, who remained in charge until their separation, when Roy's and Cromarty were set apart under Rev. Mr. Scott, who was pastor for over thirty years. In 1863, Cromarty congregation erected a new stone church at a cost of \$3,000. On Mr. Scott's retirement, in 1900, he was succeeded



by Rev. Robert A. Cranston, present incumbent. The membership of these congregations, at present, is 230, with Sabbath schools under the minister's charge of 100 pupils.

At what time the Methodist Church was organized in this township it would be impossible to say. In the neighborhood of Staffa, services were held by Rev. Mr. Stephens, in the house of George Weese, at an early day. In this work was associated with him Rev. Mr. Tapp. In 1856 the first Methodist church probably in Hibbert was erected in Staffa under Rev. A. A. Smith. This was a sort of frame building, the contractor being William Hill, of Mitchell. In new settlements, the rule was to hold services in a schoolhouse, but in this case school was kept in a church. This old building has long since been superseded in its ecclesiastical uses by a comfortable brick church, and educational work is now carried on in a commodious brick schoolhouse. In Staffa, the liberality of this connection has made provision for its minister by erecting a parsonage at a cost of over \$2,000. Rev. John Henderson, present pastor, reports a membership at Staffa of 115 souls. In connection with the Staffa congregation is a Sabbath school, with an average attendance of nearly 60 pupils. This department of the work is under the superintendence of Mr. Hugh Kennedy.

Grace Church, Staffa, was organized by Rev. Mr. Bridgman, and at a somewhat later period than several other denominations in Hibbert. Its principal promoters were Mr. Robert Livingston, Anthony Allan, James Allan, John Richardson, and William Worden. Services were held for some time in the Township Hall, when a new church was erected in 1887, at a cost of about \$1,000. Membership in this congregation has not greatly increased since its organization, many having removed. A good Sabbath school is maintained, with an attendance of about 80 pupils, Mr. Henry Templeton, superintendent. Present incumbent is Rev. W. J. Docherty, of Hensal.

Bethel Methodist Church, lot 6, con. 4, was first organized by Rev. Mr. Hurlbert, a church being erected in 1863. Its promoters were Alexander and John Linton, Jas. Watson, William

Fawcett, and John White, in whose barn and in the people's houses services were first held. Twenty members composed the first roll, which is now increased to forty, with Rev. M. J. Henderson as present minister. A Sabbath school is also conducted by Mr. William White, having an attendance of 40 pupils.

Salem Methodist Church, on lot 10, con. 6, was organized by Dr. Aylsworth, of Mitchell. Previous to erecting a church, in 1863, services were held in the schoolhouse. This congregation was promoted by Thomas Paff, John Dunkin, David and William Hutchinson, Henry Pinder, and John Young. A total membership of 20 at its inception has now increased to 40. There is a Sabbath school also, conducted by Mr. George Small, having an attendance of 35 pupils.

The English Church at Dublin was organized in 1866 by Rev. Mr. Caulfield. During the autumn of that year, and in the spring of 1867, a church was erected at a cost of \$1,100. The first promoters in this congregation were James Green and Robert Donkin. A few members only attended this congregation at its inception, now increased to 50. A Sabbath school has been conducted here since the church was opened in July, 1867, first under Thomas Green, and now has an attendance of 30 pupils.

In this township, at Dublin, has been erected in 1900 the finest church edifice in Hibbert, and compares favourably with any ecclesiastical building in Perth County. This congregation was formerly a part of that at St. Columban, a number of whose members resided near Dublin. In 1899 steps were taken by the Catholics in this section to erect a new building more convenient for themselves. This movement resulted in a splendid brick edifice, costing \$20,000. The length is 145 feet, by 50 feet in width, with a tower rising to 115 feet. Rev. Father Fogarty is pastor, under whose charge are 140 families.

Zion Methodist Church, on the Huron road, was first established in 1869, when a building was constructed. This was again replaced by another church in 1889. The principal promoters of this congregation were J. Jefferson, E. Annis, J. Hoskin, G. Mordil, J. Aiken, J. Britton, and Wm. Bushfield. This is still a

good rural congregation, and is at present under the pastorate of Rev. Mr. Henderson.

In this township municipal records are of a meagre description up to 1857. This was unfortunate, as history was made rapidly in early days. Those questions of schools, public libraries, roads, liquor by-laws, with other manifestations of progress, are all characteristic of early history. When it is found, therefore, that records of a period so pregnant with change are wanting, it detracts from historical interest. As to who first occupied seats at a council board in Hibbert I am unable to say. Mr. Robert Donkin was first district councillor, subsequent to separation from McKillop, occupying that position till our present system was introduced in 1850. He then became first reeve, and John A. Sullivan, first clerk. In 1851, Thomas McGoeys was elected reeve, being returned again in 1852. In 1853, Mr. Alexander McLaren was reeve, and for many years at a subsequent period was a prominent and respected public servant in Hibbert. In 1854 we have a record of municipal officers, but for this year only, when we find James Black, James Farr, Robert Donkin, Thomas McGoeys, and Alexander McLaren were elected. Mr. Donkin was chosen reeve; John A. Sullivan, clerk; David Oughton, assessor; James Murphy, collector; John Hogarth and George Miller, auditors. A committee appointed on salaries reported allowances to each: Clerk, £10; assessor, £11; collector, £9; councillors, each, per diem, 5/3; auctioneer's license, 16/8, with a fee of 2/6 to the clerk. A license for a hotel was granted upon payment of £2, 11s., 8d., with a further sum of 2/6 to the officer by whom it was issued; an additional 10/ was also paid for inspection. Whatever conditions may have been observed in our old taverns, there was certainly no lack of inspectors, one being appointed for each electoral division. This position apparently was a sinecure rather than a place of emolument, compensation being only £1, 10s. per annum. Such responsibilities as those imposed on inspectors were not unpleasant. For instance, sampling the contents of a tempting array of decanters behind the bar was not an unpleasant duty. Where a variety of stimulating fluids were kept in stock,

a completion of inspection was often reached with the officer in a hilarious condition. Mr. Edward Downie was appointed issuer of licenses, with Mr. Robert Bell, William Harburn, Edward Pursell, and Arthur McCann, inspectors.

In 1862, Mr. Carroll's election as reeve was protested by his opponent, the only case of an election protest I have been able to discover in a rural municipality. The cause of protest is not set forward by complainant. In a second appeal to the people, Mr. Carroll was again returned. It seems rather strange that the costs of this proceeding, amounting to \$90, were paid by the township. Hibbert has signalized herself to a great degree by a liberal and philanthropic spirit in her grants made from time to time in aid of those in distress. In 1862 a mass meeting was held for granting aid to the Lancashire operatives in England, which was well supported. During this year a subscription was opened to assist in raising a monument to the Prince Consort, which was not supported at all. A liberal grant to the relief fund in Ireland was given in 1863. In 1868 a goodly sum was also voted as relief to the Red River Settlement, now the wealthy and populous Province of Manitoba. There is a discrimination in making these grants highly creditable to the people, in their fine appreciation of a dividing line between charity and humbug.

As late as 1876 five hotels were licensed, one in Cromarty, one in Staffa and three in Dublin. These are now reduced to two, one in Staffa and one in Dublin. Modern hotels are now very different from those of fifty years ago. Whatever we may think of accommodations afforded now, which are really good, the old log tavern of half a century ago was, in many instances, the most wretched spot on earth.

The minutes of a meeting held on October 12, 1891, were the last to be signed by Alexander McLaren, who may be called the "Grand Old Man" of Hibbert. There is nothing in that signature to indicate approaching dissolution. His hand appears to have had all its old-time steadiness. The strings of a highly nervous temperament, which were always keyed to their utmost tension, seemed to part at once, and in a few weeks he laid down his cross



and passed beyond the bourne. A motion of condolence by Mr. Thomas Ryan, who had been in the meantime elected reeve, closed the scene on Mr. Alexander McLaren.

Population in this township has not increased during the last twenty-five years, the number in 1902 being 2,000, and its total assessment for that year being \$1,606,850. The amount collected by taxation for schools and other disbursements was about \$7,000. Buildings which have been erected in Hibbert for educational purposes are equal to those in other rural municipalities, and the teachers employed in them are doing good work. Of the seven school districts, into which the township is divided, there are three union public schools. There is also one separate and three union separate schools. With the exception of two localities, where drain tile is made, there are no manufacturing industries in this municipality.

Before leaving this part of our municipal history, I may be permitted to subjoin a *fac simile* copy of an award of the fence viewers, as an excellent representation of a public document disposing of important interests in the olden time. Those of our public municipal men who are accustomed to receive impressive and elaborate awards made by engineers under the Drainage and Watercourses' Act of the present, will be struck by the simplicity and finely condensed judgment of the pioneer fence viewers' court:

“hibbert, Oct. 6

“Award of fence viewers

“on dispute of thomas fell and William salary lot 25 in the 8th and 9th concessions of hibbert in regards of deepening ditch on the said lot, they award that the extent south 8 rods commence south and dig on a level to the fence on the concession at his own place.

“Signed \_\_\_\_\_”

This award is signed by three excellent and responsible citizens of the township, one of whom is still a prominent man in a certain department of farm industry.

Officers from 1858, previous records being incomplete, all

information I have been able to obtain under this part of the work has already been stated:—

*Reeves.*—1858, Finlay McCormick ; 1859-60, William Bell ; 1861, Robert Donkin ; 1862-4, John Carroll ; 1865-7, F. McCormick ; 1868-73, Thomas King ; 1874-80, Robert Gardner ; 1881-92, Alexander McLaren ; 1892-96, Thomas Ryan ; 1897-8, Peter Campbell ; 1899-1900, Robert Hoggarth ; 1901-2, W. W. Sadler.

*Deputy-Reeves.*—First deputy, 1862-4, John Gardner ; 1865, Thos. King ; 1866, Jas. Atkinson ; 1867, Wm. Givins ; 1868-73, Robt. Gardner ; 1874-5, John McConnell ; 1876, Jas. Hopwood ; 1877-8, Jas. Harburn ; 1879-83, John Burns ; 1884-92, T. Ryan ; 1893-6, P. Campbell ; 1897-8, Wm. Feeney.

*Councillors.*—1858, Jas. McKenzie, Jas. Friel, George Kidd, Maurice Carroll ; 1859-60, Robert Donkin, J. Friel, Jas. Atkinson, John Gardner ; 1861, Wm. Bell, J. Friel, J. Atkinson, J. Gardner ; 1862, W. Bell, J. Friel, J. Atkinson ; 1863-4, W. Bell, J. Atkinson, Mathew Deans ; 1865, Geo. Miller, J. Atkinson, J. Gardner ; 1866, G. Miller, J. Friel, R. Gardner ; 1867, Michael McAlister, R. Gardner, Hugh Currie ; 1868, Wm. Givins, Wm. Worden, Chas. Brooks ; 1869, W. Givins, W. Worden, Francis Oliver ; 1870-1, W. Givins, F. Oliver, Jas. Harburn ; 1872, F. Oliver, John McConnell, Jas. Harburn ; 1873, Jas. Harburn, Thos. Pullman, John McConnell ; 1874-5, Edward Molyneaux, F. Oliver, Jas. Hopwood ; 1876, Jas. Harburn, Peter Campbell, Edward Molyneaux ; 1877-8, Peter Campbell, F. Oliver, John Burns ; 1879, F. Oliver, Peter Campbell, John Jefferson ; 1880, F. Oliver, Peter Campbell, Andrew Caldwell ; 1881, Andrew Caldwell, J. Jefferson, Robert Norris ; 1882, J. Jefferson, R. Norris, William Oliver ; 1883, J. Jefferson, Donald McLaughlin, Jas. Barbour ; 1884, J. Jefferson, D. McLaughlin, John A. Norris ; 1885-6, J. Jefferson, J. A. Norris, Jas. Barbour ; 1887, J. A. Norris, Jas. Barbour, Robert Hoggarth ; 1888-9, J. A. Norris, Robert Hoggarth, Jas. Barbour ; 1890, J. A. Norris, Jas. Barbour, W. T. Cassidy ; 1891, W. T. Cassidy, Jas. Barbour, Samuel Harris ; 1892, Jas. Barbour, Samuel Harris, William Feeney ; 1893-5, John A. McLaren, W.

Feeney, Mathew Miller ; 1896, W. Feeney, Mathew Miller, Robert Hoggarth ; 1897, M. Miller, R. Hoggarth, W. W. Sadler ; 1898, R. Hoggarth, W. W. Sadler, Hugh Norris ; 1899-1900, Hugh Norris, Mathew Miller, Wm. Dalrymple, Thos. Melady ; 1901-2, Wm. Dalrymple, T. Melady, Thos. Mahaffey, John A. McLaren.

*Clerks.*—1858-71, Thos. Dunn ; 1872-75, Jos. Reading ; 1876-98, Timothy Carroll, 1899-1902, James Jordan.

*Treasurers.*—1858-64, Edward Downie ; 1865-7, Thos. Dunn ; 1868-93, Alexander Ferguson ; 1894-1902, James Hamilton.

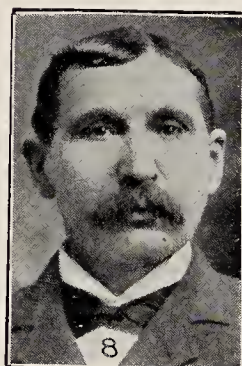
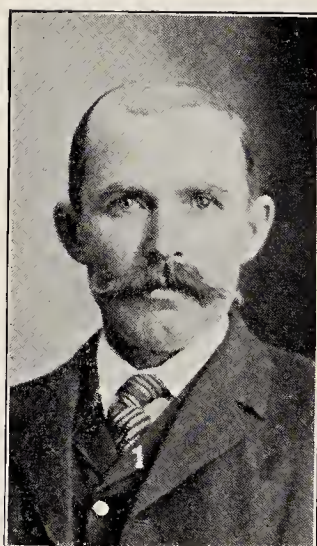
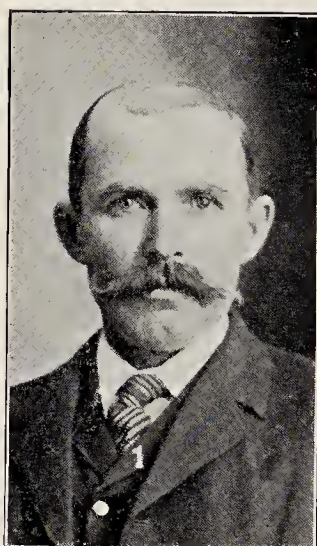
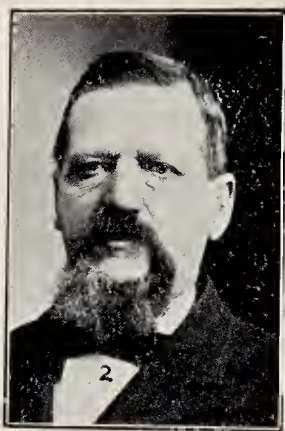
*Assessors.*—1858, James Hoskins ; 1859, Hugh Currie ; 1860-1, Jas. Hoskin ; 1862-70, George Hamilton ; 1871-8, John Gardner ; 1879-81, Jas. Hopwood ; 1882, Thos. King ; 1883-5, James Gillespie ; 1886, James Atkinson ; 1887-92, T. G. Hurlburt ; 1895, William Cassidy ; 1896-9, F. R. Hamilton ; 1900, Michael Raleigh ; 1901, T. G. Carlin ; 1903, Patrick Feeney.

*Collectors.*—1858-74, Robert Rooney ; 1875-81, Jas. Atkinson ; 1882-7, John Carmichael ; 1888-9, William Roberts ; 1890-1, John Jefferson ; 1892-3, Roderick Kennedy ; 1894-8, John A. Norris ; 1899-1900, R. G. Hoggarth ; 1901-2, John Stacey.

*Auditors.*—1858, John Hoggarth, George Miller ; 1859, Timothy Carroll, Richard Sarvis ; 1860-3, T. Carroll, John Hoggarth ; 1864-7, T. Carroll, Jas. Shillinglaw ; 1868, T. Carroll, Jas. Atkinson ; 1869-72, T. Carroll, R. S. Sarvis ; 1873, T. Carroll, John Turner ; 1874, T. Carroll, George Caldwell ; 1875, T. Carroll, Jas. Harburn ; 1876, Jas. Gillespie, Luke King ; 1877-9, John Carmichael, Luke King ; 1880, Jas. Harburn, Luke King ; 1881, A. C. Jones, Luke King ; 1882-8, Dr. McTavish, A. C. Jones ; 1889, Jas. Gillespie, A. S. Case (resigned), A. K. Ferguson (appointed) ; 1890, Jas. Gillespie, A. K. Ferguson ; 1891, Jas. Gillespie, John A. McNaughton ; 1892, Jas. Gillespie, T. M. Hamilton ; 1893-7, Jas. Gillespie, F. L. Hamilton ; 1898, F. L. Hamilton, James Jordan ; 1899-1901, F. L. Hamilton, Donald McKeller ; 1902, Jno. A. Norris, W. R. Bell.







# SOUTH EASTHOPE OFFICERS FOR 1902.

1. Philip Herold, Reeve. 2. Lorenz Arnold, Councillor. 3. John Pletsch, Assessor. 4. John W. Hartleib, Councillor. 5. Samuel Zurbrigg, Treasurer. 6. Allan Steckle, Auditor. 7. Henry Vogt, Councillor. 8. Fred. Oehm, Auditor. 9. August Schaefer, Collector. 10. Peter McTavish, Councillor.

## CHAPTER XVI.

### SOUTH EASTHOPE.

South Easthope terminates the eastern limit of that great wedge-shaped country known as the "Huron Tract." In December, 1829, concession 1 was surveyed by Mr. McDonald. A further portion was opened in 1832, Mr. Carroll completing the whole in 1835. The soil in this municipality is of excellent quality, such as that found in Downie and Blanshard. Like these two townships, its surface is undulating rather than rolling or hilly. In that portion extending from Shakespeare east and south it is more diversified than west or southwest. In area it is the smallest in Perth County.

Since its first settlement a system of mixed farming has been carried on, most admirably adapted to its soil and its people. Dairying, which has been introduced with such marked results in other townships, has made little progress in South Easthope. A cheese and butter factory was opened by Mr. Ballantyne, of Stratford, several years ago, and, although well patronized, has not extended to other sections. Radical changes in farm management have taken place here, as in other districts, greatly to the benefit of those engaged in agriculture. At one period wheat and potash were the only products having any commercial value. These gave a quick return to those engaged in clearing land, which was a first consideration of all new settlers. Their few stumpy acres yielded nothing else which could be transformed into money to purchase necessities or contribute in any way to their progress.

Seventy years have come and gone, however, since Mr. Fry-

fogle entered South Easthope, and have brought many changes in farm life. Exigencies of commerce, and scientific discoveries in its profound exemplification of transportation, have changed old plans and methods in successful agriculture to a marked degree. Wheat cultivation is no longer a basis on which a farmer can build his hopes of future success. Those townships in North Perth where natural conditions were not so favorable for wheat culture, found in dairying a source of wealth even greater than that arising from any system of mixed farming. Evidences of progress in South Easthope are everywhere apparent. A high state of cultivation is noticeable throughout, fertility in the soil is maintained, and, indeed, augmented, affording a good illustration of that thrift characteristic of those people through whose agency it was largely settled.

In South Easthope material for constructing good roads is in many sections not easily obtained. While several leading roads are equal to any in Perth County, on ordinary side roads an absence of gravel is apparent. Everthing has been done to overcome this difficulty by those having road management in charge. Highways are well graded, proper drainage to water tables has been secured, to overcome, as far as possible, those defects arising from a scarcity of gravel. In this township transportation in farm products is easily accomplished. Railway facilities are in advance of any other township in this county. The G. T., the B. & L. H., and S. & P. D. railroads all afford conveniences for shipping farm produce. Where such excellent facilities exist, therefore, for marketing goods, an absence of gravel is not so severely felt as when an agriculturist has to transport his overplus for long distances in farm waggons.

The settlers in this township, excepting a few, are Germans. On the Huron Road, between Shakespeare and Stratford, are several English speaking families, mostly Scotch, such as Capling, Crerar, Robertson, Bell, Riddell, and McCallum. On the boundary line of Downie are Matheson, Hislop, Lupton, Dunsmore, O'Donnell, Flanigan, and Jackson. Elsewhere nearly all are German.



Settlement in South Easthope proceeded from east to west, a characteristic of the march of backwoodsmen everywhere in South Perth. Very little progress was made for a number of years. The causes which led to a stagnant condition in so splendid a country as Ontario at that period could be easily shown, but fall within the province of national history rather than a work of this kind. On Christmas Day, 1829, Sebastian Fryfogle, as first settler in this county, located on lot 14, concession 1. The day was appropriate, and the man was appropriate. On this day came into the world, over 1,800 years ago, one who proclaimed peace and goodwill to all men. On this day one came into Perth County who broke a great silence that from all eternity was unbroken by a note of civilizing voices. This Sebastian was a herald who bore on his own person many of those attributes from which great men and great nations are made. He stood alone in that vast wilderness, and planted the standard of an advancing civilization. None saw it unfurled but himself. He could not hear in this distant spot that trampling of feet marching onward to his resting place. Did he dream, I wonder, of those mighty forces he was destined to see, pressing on through this illimitable solitude? Did he think that, from the beginning of all time, it was given to him alone to put forth his hand, saying, all things here shall be transformed? He was a pilgrim pressing on with his banner, on which was inscribed in letters of gold "Excelsior." He was the forerunner of a new agency, before which that old spirit of the forest would shrink back and flee away, yielding its sway of thousands of years to a new transformation. We are proud to know this Sebastian was a man of strong character, and in this regard typical of many an old pioneer.

To facilitate settlement, the Canada Company had erected several huts along this new road to Goderich, where travellers might obtain rest and entertainment. To induce an occupation of these places a bonus of £40 was offered to any person who would open and keep a house of entertainment for six months in South Easthope, as being more adjacent to an old settlement. Further west a premium of £50 was offered, and further west still a premium of £60 was given.



Mr. Fryfogle was born in the Swiss Canton of Berne in the latter part of the eighteenth century, and emigrated to America in 1806. Settling in Pennsylvania, he remained there for several years. He came to Canada in 1827, and resided in Waterloo, where he met VanEgmond, who induced him to remove into South Easthope. He, therefore, accepted the £40 offered by the Canada Co'y, and became first settler in Perth County. We quote from a former writer on the subject, who says: "It is not necessary to follow his course in detail, as the subsequent history of this district was so marked by his participation in the principal occurrences which go to compose it, that his name appears in almost every connection with it. Suffice it to say, he was a very able and enterprising man, highly respected and implicitly trusted through life, deeply lamented at his death, which occurred at his old home in 1873." Those who followed him into the woods honored him with the highest offices in their gift. He was a district councillor, reeve of his township, warden of Perth County, captain in the militia, and one of our oldest magistrates. The whole conduct of this excellent man was honourable to himself and useful to the people who had on so many occasions placed him in positions of trust.

The second settler in South Easthope was Andrew Riddell, a Scotchman from Berwickshire. He located on lot 17, a short distance further west than Mr. Fryfogle, and also became a prominent man. Mr. Riddell was followed by Andrew Helmer, and a year or two later a number of Scotch from Perthshire settled along the Huron road in both the Easthopes. John A. McCarthy settled in South Easthope in 1832. This gentleman will be remembered by many as being for a great number of years chief constable in Stratford. The trend of settlement extended slowly toward Woodstock, more rapidly west to Stratford, and southward along the boundary line of Downie towards Zorra. In 1842 the first school section was formed, South Easthope being divided into two school districts by the council in Goderich. The boundaries of these sections will be found in a chapter on public schools. In 1842 the families of McTavish, McEwen, McFarlane, with a

great many Germans, had located; and previous to 1850 the township may have been said to be settled. In 1832 a number of German families had located near Mr. Fryfogle, and toward what is now Sebastopol, the first congregation of any denomination of professing Christians in this county being organized by the Lutherans at this point during that year.

While this township has excellent trading facilities, there are no places of importance within its limits. On the boundary lines are several points where large populations are centred. On its north-west corner is a portion of Stratford. Seven miles south-east is Tavistock. Three miles north of the latter point is Shakespeare. Sebastopol lies wholly in South Easthope, about one-half mile north of Tavistock. This village was founded at an early day by Mr. Henry Heyrock, who was its first settler, and built its first house. In 1845 Mr. Henry Eckstein came to Sebastopol, also remaining in the village. This hamlet was named by its citizens during the Russian War of 1852-5, to commemorate that long and never-to-be-forgotten siege by the allied armies of a town of that name in the Crimea. It is now a pleasant country village, though its greatness has been to some extent overshadowed by Tavistock, to which it now forms a suburb. There is a very fine church and parsonage here, with several business places, supplying goods to a fine agricultural country surrounding it.

Tavistock is an important village containing a population of about 1,000, and has a number of fine stores and large manufacturing establishments. This place was founded by Mr. Henry Eckstein in 1848. Having removed from Sebastopol, where he had settled in 1845, he erected a house on what is now the triangle formed by Hope and Woodstock streets and the G. T. Railroad, using it for a store. Mr. Eckstein named his new village Freiburg, in honour of his birthplace in Germany. During the Crimean War the citizens of Freiburg were so interested in that struggle on the terrible field of Inkerman, that it was renamed in honour of that place. Under this historical appellation, it continued to flourish until the B. & L. H. R. was built and a post office opened in 1857. At this period its name was again changed, to Tavistock, in honor of a town of that name in England.

In 1850, Mr. Eckstein erected a brick hotel on a site opposite his former building, which has since been rebuilt, and is one of several excellent hotels in this village. Where this building now stands was a great bog, and it was not till large quantities of solid material was swallowed up in quick sand that a foundation of timbers could be laid in order to support the present fine structure. Henry Schaefer, in 1848, built another dwelling on Hope street. A third settler was Antoni Gluecklick. Other small tradesmen, who seem to have belonged as much to an agricultural community as either the plough or harrow, became settlers. John M. Holmer opened a blacksmith's shop. Mr. August Bechberger and Duncan Stewart were also early settlers. Mr. Bellinger was first harness-maker. Progress was slow until railway construction was completed and a station erected in Tavistock. This at once crippled Sebastopol by centralizing trade at the point of shipment. It was only a few years, therefore, subsequent to these events when a number of large brick blocks were erected. Good streets and sidewalks now extend in all directions, radiating to its residential parts. There are three general stores here, some of which would do credit to larger places, one hardware store, two tin shops, three confectioneries, two jeweleries, a drug store, bakeries, groceries, boot and shoe store, three hotels. Two medical doctors are located here, Dr. Michael Steele and Dr. O. G. Niemeier. Dr. Preiss, of Hamburg, Germany, was first physician, deceased many years ago. On September 26th, 1895, was issued the *Gazette*, printed by Mr. J. W. Green, editor and proprietor. In May, 1900, this sheet became the property of Mr. F. H. Leslie, who conducts it as an independent paper. Its present editor endeavours to maintain its character as a good local organ rather than making it a conduit of party politics. This ambitious village has a good electric light system, well supported by its citizens. In a place such as Tavistock this certainly indicates a progressive spirit animating all classes. There is also a telegraph and express office, an excellent public hall, where meetings are held. To accommodate the business men a branch of the Western Bank has been opened, and doing a large business. As in all Canadian

towns, benevolent societies are well represented, and are no doubt doing a good work to those who patronize them.

If progress in commerce has been marked, in manufacturing departments it is equally apparent. In 1869, a planing mill and furniture factory was established, employing three hands, of which the proprietors, Messrs. Kalbfleisch and Schaefer, were two. This branch of industry, under careful management, has been quite successful, employing about thirty hands, and occupying a large three-story brick and ironclad building. A saleroom is opened from which goods are sent to every part of Canada. A saw mill is run in connection with this establishment, and great quantities of butter and cheese boxes are supplied to creameries and cheese factories in the surrounding country. In connection with the furniture department, undertaking is also carried on. To meet the demands of an increasing trade, extensions are being made, which will enable the firm to employ a still larger number of hands. In 1885, the original partnership was dissolved, and operations are now carried on by Mr. John Kalbfleish, as sole proprietor. Mr. Schaefer subsequently opened another planing mill, which he operated for many years. This mill is still running, although it has passed into other hands.

In 1877, a woollen mill was established by Mr. J. G. Field, employing four hands. Mr. Field has succeeded in building up a large trade in manufacturing woollen goods of all kinds which are shipped to every corner of our country. In this factory a number of people are now employed, a substantial brick, and other buildings have been erected to accommodate the trade. The machinery here is operated by a 115-horse power engine, which is also used as motive power on the dynamos supplying electric light to the village.

In 1868, a barrel and stove factory was established by Mr. John Zimmerman, employing seven hands. This business was successful for many years, and is still carried on. Timber has now become so scarce in the surrounding country as to cripple industries of this description. It can be only a few years when a removal will have to take place, not from a want of business, but



from exhaustion of the raw material which can no longer be obtained in the vicinity.

Its other manufacturing industries are a broom factory, a cider mill, two carriage factories, and a flax mill.

In 1886 was organized the Tavistock Milling Company, when a mill was erected with a capacity of 125 barrels. During 1893 the property was destroyed by fire. The company at once set to work to rebuild, and constructed, perhaps, the largest building for milling purposes in this county, being five stories in height, with a capacity of 200 barrels. This is a fine structure of brick and iron, and receives a large patronage. The business is conducted by Mr. A. E. Ratz, and the machinery contained in this great building is a sight for visitors to Tavistock.

While these evidences of material development in agriculture and manufacture are apparent, education and religion has by no means been neglected in South Easthope. As will be noticed elsewhere, this municipality has had its difficulties in defining and arranging local legislation to suit its educational requirements. At present there are ten sections, five of which are unions. In support of these schools, in 1901, a rate of \$2,296 was levied and collected. Excellent buildings have been provided for comfort and convenience to those in attendance. In Tavistock is a school building costing \$5,000. In this seminary are four departments, under Principal Charles Cameron and three female assistants, with an attendance of 200 pupils. Continuation classes are kept up, and it is a central point for junior and senior leaving examinations.

South Easthope has several churches. In priority of organization for establishing religious services she has precedence over all other municipalities in Perth County. Three years previous to the organization of old St. Andrew's, in Stratford, a place of worship was opened and a congregation organized by the Evangelical Lutheran body in what is now Sebastopol. In 1832, or seventy years ago, Rev. Mr. Horn conducted services amongst the Germans who followed Mr. Fryfogle into this new section. What its membership may have been the church records do not say. A church was erected in 1856, under Rev. Mr. Kaessmann. This was a frame building,

in which service was held till 1884. During this year the present fine brick edifice was constructed at a cost of \$16,000. This is a beautiful church, whose tall, tapering spire can be seen a long distance. In the great tower are three bells, approaching a chime, whose mellow tones are heard far away in the adjoining country. This tower also contains a clock, the only one in Perth county on a sacred edifice. While this congregation has priority in point of antiquity, it has not that distinction of membership, which must be given to Knox Presbyterian Church, Stratford. Rev. Frederick Veit, as pastor, has been successful during a long period of thirty years in his ministrations, the present membership being about 800 souls. A Sabbath school is conducted by the minister, with an attendance of 230 pupils. In 1897 this congregation constructed a parsonage at a cost of \$2,400. This is a spacious building of brick, and finished in a style of neatness which characterizes much of the work of this thrifty people.

The Presbyterian Church in Tavistock, compared with the Evangelical Lutheran, is a modern organization, and did not exist prior to 1878. The prosperity attained subsequent to building the railway had attracted others as well as Germans, and several Presbyterians became residents. In 1878, therefore, Rev. Mr. Fleming, a missionary, was sent to preach in Tavistock, and, if possible, to organize a congregation. The number of adherents at this period did not exceed twelve. In 1879 Rev. Mr. Stewart, of North Easthope, became a stationed minister, and proper organization took place. The congregation, who had hitherto held their services in a hall over a hotel shed, rented the Baptist Church, which they occupied for several years. Meantime a large increase in members and adherents took place, and a new brick building was constructed at a cost of \$3,500. This little body has been quite successful, its communion roll numbering at present 112, and are still progressing under the ministrations of Rev. Mr. McCullough. A Sabbath School is conducted in connection with this congregation, Mr. Field being superintendent, having an attendance of 75 pupils. The present elders who have done much towards its success are Michael Steele, M. D., A. T. Bell, and J. G. Field.

An old congregation in South Easthope is the Baptist in Tavistock. This church was organized in 1851 by Rev. Mr. Snider. Like all other church organizations in the olden time, services were held in a log building, where its fifteen members and those associating themselves with them, worshipped for a number of years. In 1867, the growing demands of this body rendered a new church necessary, when their present building was constructed. Subsequent to this period a steady progress has been made, if not a rapid one; its present members being 63, under Rev. Mr. Roadhouse. Provision has also been made for religious training of their children, and a Sabbath school is conducted by Mr. J. D. Adam as superintendent, at which on Sabbath days there is an attendance of about 65 pupils.

Fifty years ago a Presbyterian church was organized in Shakespeare, its principal promoters being Messrs. Alexander Mitchell, M. Gibson, James Donaldson, and David Campbell, its first stationed minister being Rev. Mr. Stephenson. Subsequent to its establishment as a separate congregation a church was erected in 1853, which is still used as a place of worship. Previous to constructing this building, considered at one time extremely handsome, services were held in the schoolhouse. A union was subsequently formed with old St. Andrew's, north of Shakespeare, both of which are under the pastoral charge of Rev. Hugh Cowan. Steps are now being taken to erect a splendid edifice in the village, to accommodate both charges.

No records of municipal government in South Easthope are in existence prior to 1843. For this year they are incomplete, comprising several declarations of office as pathmasters, with the usual by-laws adopted by all municipalities regarding stock running at large. At a meeting of ratepayers in 1843, a motion was passed which to-day is meaningless, but in that olden time of sixty years ago was of great importance. This motion we may be permitted to insert here, as affording some insight into pioneer life at that period, not only in this township, but everywhere in the Huron Tract: "It was moved and seconded, that no restrictions be passed as to cattle running at large and browsing; every chopper is to

look after whatever cattle come into his chopping, and drive them away without any hurt." Young agriculturists of to-day will realize the importance of this motion, when we say, that those few cattle, then possessed by any backwoodsman, existed almost during the entire winter on tree tops, thrown down in chopping a fallow. When maple was plentiful, cattle wintered on their tops or brush in good condition, until leeks and adder tongues brought relief in spring. If this manner of keeping stock was primitive, it was of a piece with many other operations in pioneer life, the best that could be done. Legislation passed at this meeting was signed by John T. Flynn, as township clerk.

In 1844, Mr. Flynn was re-elected clerk. Wm. Cossey, chairman, was chosen assessor, and James Izzard, collector. Town wardens of 1843 were re-elected, composed of Andrew Riddell, Daniel Cook and Lorenz Arnoldt, with Andrew Helmer as district councillor. Poundkeepers were Sebastian Fryfogle, William McDonald and Daniel Cook. In the records of this meeting we have names of the first pathmasters, 17 in number, as follows : William Reid, Alexander Stewart, James Brown, Donald Stewart, and Henry Dunn, from concession 1 ; John Wilcker, Klaus Roet, John Wolff and James Balerow, from concessions 2 and 3; Nicholas Sleigel, Adam Kalbfleisch, John Heinbuck and James Berger from concessions 4 and 5, with Douglass McTavish, from concession No. 6.

In 1845, Mr. Helmer was again elected district councillor, with Sebastian Fryfogle, Andrew Riddell and Gad Curtis, as wardens. William Cossey was chosen clerk, holding this office till 1850. At this meeting James Izzard was chosen collector, and John Zacky, assessor. It will be observed that no treasurer or auditors were appointed, these offices being still held by officers of the district council in Goderich.

In 1846, Alexander McTavish was appointed collector, and John Zacky, assessor. A change was made in town wardens, Donald McGregor, William Bayly, and William McDonald being elected.

In 1847, Sebastian Fryfogle was chosen assessor; Alex. McTavish, collector; Henry B. Nebb, Henry Izzard, and George Kalbfleisch, town wardens.



In 1848, Sebastian Fryfogle was elected district councillor; Henry B. Nebb, assessor; Lenord Wilcker, collector; George McMillan, Valentine River, and Anthony Kostzer, wardens.

For 1849: Andrew Helmer, chairman; John Fitzcharles, assessor; Andrew Helmer, collector; William L. Bayly, Henry Simmons, and James Williamson, wardens.

The first statement of accounts in South Easthope occurs during 1843, and is as follows: Money received by clerk, £3, 2s., 6d.; expended by J. C. W. Daly in 1843, £18, 8s., 9d. At this period local clerks acted as township treasurers, under a district treasurer in Goderich. On the 12th day of July, 1848, the first audit appears to have been made in proper form by the district auditors, who found remaining in the hands of William Cossey, township clerk, a sum of £3, 3s., 5½d. The total receipts for 1848 amounted to £25, 4s., 8d.; disbursements, £25, 2s., 4d., leaving a balance in hand of 2/4. At the close of 1849 this sum was increased to four shillings and four pence halfpenny. All transactions were now closed under the old law, and South Easthope, on the first day of January, 1850, without any debt, began house-keeping on her own account with 4s., 4½d. in her pocket.

On January 21st, met the first council ever elected in South Easthope, when Messrs. Philander Alvin Sebring, William Cossey, Andrew Helmer and Peter Woods produced their oaths of office. Mr. Sebastian Fryfogle also appeared, and declined to act as councillor, for which he had been elected. Mr. Andrew Helmer was elected reeve; Alexander Mitchell, clerk; Robert Johnston, John Stinson, and William McLaggan, assessors; Geo. Kalbfleisch, collector; Andrew Riddell, treasurer; Henry Roper, and James Woods, of Stratford, auditors.

The first order of business was characteristic of the old pioneer, and illustrates those feelings universally expressed in every municipality regarding education. This was a petition praying for the formation of a school section on the first concession, to extend to and include lots 26 to 36 along that line of road. Mr. John Durant applied to be appointed as superintendent of schools. In February, Mr. James Woods took his seat as councillor, in place of Mr.

Fryfogle, who had declined the proposed honor. At the election in January, Mr. James Woods having been elected as councillor, Mr. W. Hines was appointed to succeed him as auditor, and John Lynch was chosen as his colleague, Mr. Roper having resigned to become superintendent of schools. The clerk was instructed to procure a seal about the size of a quarter of a dollar, with a plough in the centre as a coat of arms. Meantime, a piece of brown wax was to be used as the impress of authority on all official papers until a new seal be procured. The remuneration granted to township officers for their services was very modest, indeed. The clerk was to be paid £5; collector, 6 per cent. on all moneys collected; assessor, 5 per cent. on all money collected by the collector; superintendent of education, £3, 10s. per annum; treasurer, £2; auditors, £1 each. Collector's bond was fixed at £300, treasurer's at £200, and superintendent of schools at £200. A by-law was passed dividing the municipality into three divisions for assessment purposes. Another by-law was also passed regulating or disallowing cattle and other farm animals from roaming at large.

In March, the council again met at Bell's Corners (Shakespeare), when remuneration to members was fixed at five shillings per diem for attendance at meetings of council or committees. An excellent piece of legislation was also passed at this meeting, levying a tax of five shillings per annum on all dogs not used on a farm. This act is one that all councils at present could well afford to place on their statute book, and rigorously enforce. The clerk was instructed to procure a seal from Mr. Lee, of Galt, at a cost of £1, 12s., 6d. Arranging school sections constituted the subsequent business of this meeting. It is worthy of remark that the whole attention of the council till November was occupied in manipulation, creation and alteration of school districts, excluding all other matters properly within their line of duties.

Nomination day in 1852 brought forth no less than eighteen aspirants for municipal honors. This contest was evidently a keen one, a large vote being polled. On the second day, at four o'clock p. m., no votes having been recorded for some time,

Major Brown, who was returning officer, closed the poll, announcing the five successful candidates. In this terrible struggle for an honest expression of public opinion on the merits of the several gentlemen who placed themselves in the hands of their friends—a reluctant sacrifice, of course,—one unfortunate aspirant for public honour received only three votes. That must have been a woeful night in South Easthope, when thirteen defeated expounders of those great principles essential to municipal progress wended their weary way through the woods to their lonely shanties, there to find that comfort and repose they vainly expected to find in a struggle for place and power.

In 1852 the council, realizing the necessity of improvement in highways, passed a by-law investing £350 in stock of "Woodstock Gravel Road." This was the first work of any magnitude they had undertaken, and, until the B. & L. H. Railway was opened, aided much in developing South Easthope. During this year "Bell's Corners" was changed to "Shakespeare." Mr. Mitchell, who was chief magistrate during this period, was a gentleman of education and some refinement; one of a class of people in many instances but ill fitted to undergo the toils and privations inseparable from pioneer life. He was a person of literary attainments, and conceived the idea of giving "Bell's Corners" a more appropriate name, by substituting that of his favorite author, the Bard of Avon.

In 1854, seven hotels were licensed in this municipality, and known as: The "Bar Room," by T. Flynn; "Halfway House," C. Birkmoir; "Compass and Square," J. Matterson; "Shakespeare Hotel," Mr. Gibson; "Union House," Sebastian Fryfogle; "Wilker's Tavern," G. Brown, and "Frieburg," by Henry Eckstein. The indemnity for a license to sell was fixed on a sliding scale, ranging from £2, 10s. to £4, 10s. in Stratford. In 1858 a great increase in hotels is recorded, the council granting licenses to twelve houses of public entertainment, at fixed charges ranging from \$14 to \$30 per annum. Since this period, like other municipalities, the liquor traffic has gradually decreased, until, at present, six hotels are licensed to sell—three in Tavistock, one in

Sebastopol, and two in Shakespeare. South Easthope possessed a public library at a very early day, but its management appears to have been in other hands than that of the council, only one notice in connection therewith being a motion in 1859, instructing their clerk to procure, and accepting a tender from George Brown to supply a "press to keep the township library and other papers." At present, Tavistock has a fine public library of over 1,500 volumes.

In 1864, Mr. A. A. Drummond, superintendent of education in South Easthope, presented his first report, from which we quote as follows: "Any report on the state of education in this township must be unsatisfactory that does not refer to the great difficulties in the way of the teachers. In four out of the six sections German must be taught, and where two languages are read, neither of them can be as well done as if only one was taught. The schools are not as far advanced as they might have been but for this drawback. There are six schools in the township, all of which are free, and supported at an expense of \$2,314 per annum. The number of children of school age is 655; of these, 591 have been at school for a longer or shorter period." The average attendance indicated "a bad state of things, being only 209, and with the Shakespeare school off, it would leave for the rest of the township an average of 124. I do not wonder that teachers complain of irregularity in attendance." Progress made in education since this report was written has been very marked, and is gratifying to those who have in charge the training of the young minds under their care. It is noticeable, also, that school property in one section is of greater value to-day than the whole was worth at the period when this report was presented.

In 1864, about the first estimate on record was submitted to the council, amounting to \$3,084. Of this sum \$1,470 was for county rate; schools, \$278; balance for local purposes. Assets for this year are set forth as being \$906, leaving a balance of \$2,178 to be levied and collected from the ratepayers. During the period from 1864 to 1901 an increase occurred, but which is only co-relative with material development in South Easthope.



During 1901 a total sum of \$8,944 was collected, of which \$3,296 was for schools, other rates absorbing the balance.

Drainage facilities in this township are such as to preclude any large expenditure for removing surplus moisture. Schemes for public drainage have not been burdensome, about \$4,000 having been expended on what is known as the Central Drain. On the concession line a traveller sees everywhere indications of thrift and comfort in fine farms, good barns, and substantial residences of modern construction, with all the requirements demanded by a people of affluence and refinement.

On December 26th, 1871, were issued by the South Easthope Mutual Fire Insurance Company policies covering agricultural buildings. This is a farmers' organization on a purely mutual plan, securing protection for their own people at low rates. This institution has, through economical management, been successful and convenient to those who patronize it.

South Easthope has now a total assessment of \$1,149,300, and a population of 1884.

In 1844, this township contained 820 inhabitants, including a portion of Stratford, and had 3,059 acres under cultivation. In 1851, its population had increased to 1,450, and 5,136 acres were under cultivation. In 1849, the produce was 23,000 bush. wheat, 1,900 bush. oats, 4,000 bush. peas, 13,000 bush. potatoes, 7,000 bush. turnips, 2,000 bush. barley, 11,000 lbs. maple sugar, 3,000 lbs. wool, 3,000 lbs. butter. In 1862 the population reached 2,322, Stratford, meantime, having withdrawn.

Officers elected and appointed from 1850 to 1902, and their periods of service. This township never had a deputy reeve:—

*Reeves.*—1850, Andrew Helmer; 1851, Sebastian Fryfogle; 1852, Alexander Mitchell; 1853, Sebastian Fryfogle; 1854, A. Helmer; 1855-8, S. Fryfogle; 1859-60, John Stinson; 1861-3, John Fitzgerald; 1864-75, Leonard Wilker; 1876-96, John Schaefer; 1897-1902, Philip Herold.

*Clerks.*—1850-1, Alexander Mitchell; 1852-3, Major Brown; 1854-5, William Cossey; 1856-60, John C. Wilker; 1861-4, Lewis Fredricks; 1865-6, John Stinson; 1867-78, Edmond Sitzer;

1879-83, D. A. McTavish; 1884-9, Robert Reid; 1890-2, Valentine Stock.

*Treasurers.*—1850-84, Andrew Riddell; 1885-90, Samuel Zubrigg; 1891-4, Edward Wettlaufer; 1895-1902, Samuel Zubrigg.

*Assessors.*—1850, Robert Johnston, John Stinson, William McLaggan; 1851, Sebastian Fryfogle, sr., William Watson; 1852-3, Sebastian Fryfogle, sr.; 1854, Henry B. Neil; 1855-7, John Helmer; 1858, John Wilker; 1859-62, Charles Baeckler; 1863, Jacob Reinhardt; 1864, George Brown; 1865, Jacob Reinhardt; 1866-73, Christian Dietrich; 1874-5, Edmond Corbett; 1876, John Hartlieb; 1877-84, Samuel Zubrigg; 1885, C. P. Schaefer; 1886-9, Philip Herold; 1890-1902, John Pletsch.

*Collectors.*—1850, George Kalbfleisch; 1851-4, John Stinson; 1855, John Helmer; 1856, Sebastian Fryfogle; 1857-62, George Brown; 1863-4, Jacob Reinhardt; 1865, Christian Dietrich; 1866, Edmond Sitzler; 1867-84, Archibald McEwen; 1885-88, Christian Dietrich; 1889-94, Frederick Trachsell; 1895-6, J. J. Wettlaufer; 1897-1902, August Schaefer.

*Councillors.*—1850, Philander Sebring, Jas. Woods, Peter Woods, William Cossey; 1851, Nicholas Schlighal, Lorentz Arnold, Andrew Wilker, John Wilker; 1852, Andrew Helmer, Thomas Towers, U. C. Lee, Leonard Wilker; 1853, Nicholas Schlighal, Leonard Wilker, John Heinbuch, Andrew Helmer; 1854, Leonard Wilker, John Stinson, Thomas Towers, Sebastian Fryfogle, sr.; 1855, S. Fryfogle, sr., Thomas Towers, John Heinbuch, Alex. McTavish; 1856, Daniel Wallace, Thomas Towers, Duncan Scott, A. McTavish; 1857, Nicholas Roth, John Stinson, Henry Ratz, D. C. Wallace; 1858, John Fitzgerald, John Stinson, Leonard Wilker, J. Schaefer; 1859, John Fitzgerald, L. Wilker, Nicholas Roth, J. Schaefer; 1860, Justus Schaefer, Benedict Roth, John Fitzgerald, Leonard Wilker; 1861-2, John Stinson, B. Roth, L. Wilker, J. S. Schaefer; 1863, Leonard Wilker, J. S. Schaefer, John Blair, John Stinson; 1864, John Schaefer, John Blair, John Stinson, Valentine Weiss; 1865, Valentine Weiss, John Smith, John Blair, John Trachsell; 1866, V. Weiss, John Blair, John Trachsell, Douglas McTavish; 1867-8, E. Corbett, V. Weiss,

Douglas McTavish, John Trachsell; 1869-71, John Trachsell, E. Corbett, William Morelock, V. Weiss; 1872, John Trachsell, E. Corbett, John Schaefer, John Klein; 1873, John Trachsell, John Schaefer, E. Corbett, John Klemmand; 1874-5, John Trachsell, John Schaefer, Daniel Smith, John Klein; 1876, Daniel Smith, John Miller, John Trachsell, Alexander Capling; 1877, John Trachsell, A. Capling, John Miller, V. Weiss; 1878, J. Trachsell, A. Capling, V. Weiss, Henry Kalbfleisch; 1879, Henry Schaefer, Conrad Eichenauer, V. Weiss, John Trachsell; 1880-2, J. Miller, Alex. Capling, V. Weiss, Conrad Eichenauer; 1883, H. Schaefer, John Miller, John Trachsell, C. Eichenauer; 1884, H. Schaefer, John Trachsell, Daniel Smith, Henry Peter; 1885-6, Daniel Smith, John Trachsell, Henry Peter, Daniel Yousie; 1887, Daniel Smith, John Trachsell, Daniel Yousie, Henry Schaefer; 1888, J. Miller, Daniel Yousie, Henry Schaefer, John Trachsell; 1889, Henry Schaefer, Daniel Yousie, Henry Peter, H. Raush; 1890, H. Schaefer, Henry Peter, Fred Oehm, Lorentz Arnold; 1891-3, Henry Peter, Henry Schaefer, Lorentz Arnold, Daniel Yousie; 1894, Daniel Yousie, Henry Schaefer, Henry Peter, Fred Hausser; 1895, Henry Schaefer, Henry Peter, Daniel Yousie, John Doig; 1896, Henry Peter, John Doig, Daniel Yousie, Lorentz Arnold; 1897, Henry Peter, J. Doig, Lorentz Arnold, William Anderson; 1898, Jacob Wilker, William Anderson, Lorentz Arnold, John Doig; 1899-1900, Henry Peter, Jacob Wilker, Lorentz Arnold, William Anderson; 1901, Henry Vogt, Lorentz Arnold, John Hassleib, Jacob Wilker; 1902, Lorentz Arnold, Henry Vogt, P. McTavish, John W. Hartleib.

*Auditors.*—1850, William Hines, John Lynch; 1851, Donald Hay, Peter Woods; 1852, George Worsley, John Lynch; 1853, Henry Highbrook, Donald Hay; 1854-5, John Stinson, Mathew Gibson; 1856, Donald Hay, J. Stinson; 1857-8, Mathew Gibson, William Watson; 1859, Mathew Gibson, Jacob Wagner; 1860-1, Jacob Wagner, George Worsley; 1862, John Smith, George Worsley; 1863, William Watson, George Worsley; 1864, Edmund Sitzer; 1865, James Donaldson, Henry Ratz; 1866, James Donaldson, J. D. Smith; 1867, Charles Pollner, J. W. Donald-

son; 1868, Alex. Anderson, Mathew Hyde; 1869-70, John Miller, Alex. Scott; 1871, John Miller, Thomas Massey; 1872-3, John Miller, Alex. Capling; 1874, John Miller, J. W. Donaldson; 1875, J. W. Donaldson, John Hartleib; 1876, James Donaldson, Samuel Zubrigg; 1877-80, James Donaldson, Thomas Odbert; 1881-3, Daniel Smith, Jas. Donaldson; 1884-5, Jas. Donaldson, H. H. Schaefer; 1886, Jas. Donaldson, D. A. McTavish; 1887-8, Jas. Donaldson, Adam Schaefer; 1889, Valentine Stock, A. Schaefer; 1890-2, Adam Schaefer, Chas. Zoellner; 1893, Adam Schaefer, James Donaldson; 1894, Philip Herold, Adam Schaefer; 1895, James Smith; 1896, Fred. Oehm; 1897-8, Alex. Fraser, Edward Bauer; 1899-1900, John W. Hartleib, Edward Bauer; 1901, E. Bauer, Alex. Fraser; 1902, Allan Steckle, Frederick Oehm.

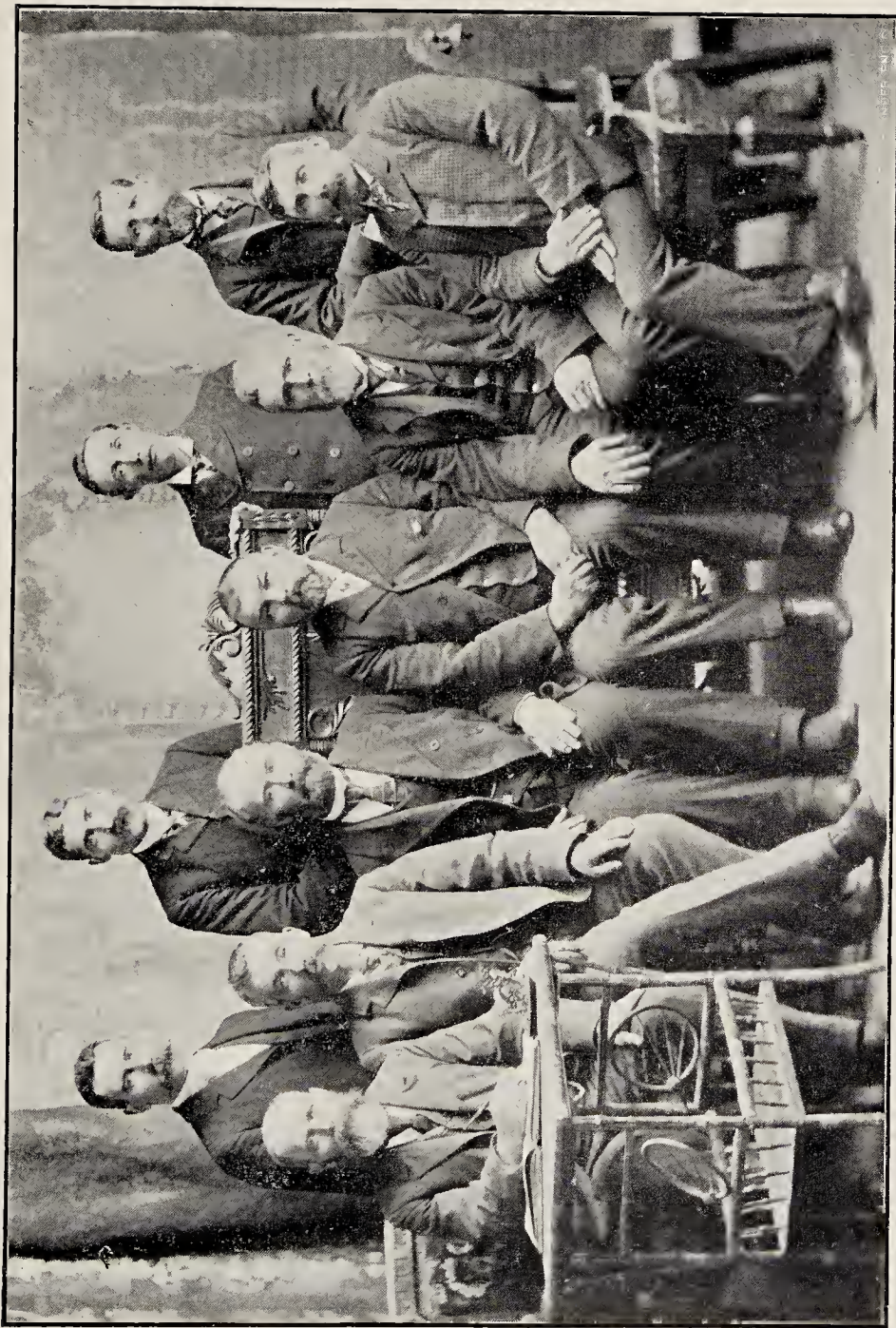


## CHAPTER XVII.

### ELLICE.

Ellice township was named in honor of Edward Ellice, a director of the Canada Co. The original plan of survey was that adopted in all those municipalities fronting on the Huron road, by opening up only one concession at one time for several years. In 1829, the first concession was surveyed and opened for settlement. During 1832 a further portion was mapped out, and again in 1835 a few more concessions were added, till 1839, when it was completed by John McDonald, P.L.S. Blanshard being also surveyed in 1839, opened the whole Huron Tract.

Ellice had within her limits a few of the earliest settlers in this county, although for a number of years her progress was extremely slow. Mr. Andrew Seebach, a Bavarian, settled on lot 31, concession 1, in 1830. This date will be found at variance with that made in another work published in Perth County several years ago. It is there asserted that Mr. Seebach arrived in Ellice during 1828. This work also says that he came in subsequent to Mr. Fryfogle, in South Easthope. This same authority asserts that Mr. Fryfogle came in 1829. If the latter gentleman came in 1829, Mr. Seebach certainly could not have stayed at his house on his way to Ellice in 1828. The Huron road was not even blazed in 1828, nor till late summer in 1829, and neither Mr. Seebach nor any other person could have settled on any particular lot, as none were yet surveyed. As Mr. Fryfogle was first settler in this county, so Mr. Seebach was first settler in Ellice. A premium of £50 was granted him by the Canada Co., in order that he might open a place of entertainment



# ELLICE COUNCIL FOR 1902.

Standing, from Left:—Louis Brunner, Collector; James McDonald, Assessor; James J. Brown, Treasurer;  
 W. H. Coulton, Auditor.  
 Seated, from Left:—Justus Kreuter, Clerk; William J. Henry, Councillor; Michael Crowley, Councillor;  
 Albert Schenck, Reeve; John Kelly, Councillor; George Brickman, Councillor.





to accommodate those travellers passing into the Huron Tract in quest of a home. He, therefore, erected what was afterwards known as Seebach's hotel, on what is considered the highest elevation in Perth County, called Seebach's Hill. It is also said this old pioneer was nine days in making a journey from Waterloo to his adopted place in the woods, a statement which any one acquainted with travel in a primeval Canadian forest will have no reason to doubt.

Amongst those early settlers who followed Mr. Seebach were Mr. George Kastner, Mr. Stoskopf, Mr. John Rohfreitsch and Mr. Alexander Gourlay, all of whom located along the Huron road. Mr. George Brunner was first to penetrate further north, settling on lot 24, con. 3, in 1832. Excepting a limited section between what is now Sebringville and Stratford, very few pioneers entered this township until a period subsequent to 1840. In the municipal records of 1843 a copy of the assessment roll contains the names of all ratepayers liable to perform statute labor, which means all male inhabitants over twenty-one then resident in Ellice. This assessment also includes that portion of Stratford still a part of the township. It was divided into nine road divisions, with a total of 225 days. On those road lists were the names J. C. W. Daly, J. A. McCarthy, John Sharman, Wm. Pinder, Richard O'Donnell, Wm. C. Bryan, Alex. Scott, Daniel McPherson, Jno. Kastner, P. Kastner, Geo. Switzer, Geo. Carragan, Alex. Gourlay, Jas. Framcom, John Clyne, Anthony Goettler, Thos. Pearson, Wm. Corragan, J. Jacob, M. Stoskopf, J. Webber, J. Brunner, Wm. Studor, Mr. Seebach, Mr. Bartle, Mr. Rohfreitsch, A. Seebach, M. Jacobs, F. Ash, J. Riel, Geo. Gortineer, John Hicks, John Doersman, D. Brunner, C. Pfrimmer, G. Brunner, V. Pfrimmer, Patrick Cashen, D. Phalen, Mr. Rowlands, Wm. Scott, Jas. Cossey, John Quinlan, R. Mills, Chas. O'Brien, Wm. Whitman, and Thos. Reddie. Mr. J. C. W. Daly and M. Stoskopf had the largest amount of statute labor, being ten days each.

In this township the trend of settlement was from the Huron road northward, and excepting a portion around Kinkora, and a section near Stratford composed of North of Ireland people, all are



German. It contains a large tract of splendid land, nearly all under a high state of cultivation, excepting a portion on its eastern boundary, known as the Ellice swamp. Its surface throughout is level, slightly undulating, but in no section hilly, as in North Easthope. Along its central part is the height of land between Lakes Huron, Erie and St. Clair. From this township streams flow south, west, and northeast, all having their source in that great marsh which at one period existed on the eastern side. Vast improvements have of late years been carried out by municipal authority, in drainage, reclaiming large areas of fine land now most productive. Although it is the source of many streams, it cannot be said to have much running water, but this necessity can be found in abundance a short distance beneath the surface.

Where a flat surface obtains road building material is usually not plentiful. In this township deposits of gravel are not found with such frequency as in those adjoining. This deficiency of material has been overcome to a great extent, and roads in Ellice are quite up to the standard of those in more favored sections. Constructing bridges is not one of the demands on her municipal exchequer, which in some municipalities forms a great portion of the annual expenditure. This circumstance has enabled her public men to make greater disbursements in road building, without demanding heavier contributions from the people. Transportation, since railway inception, has been convenient and easy of access. Excellent facilities for shipping farm produce are afforded at Stratford, Sebringville, Brunner, and Mitchell, on the B. & L. H. and Stratford and Wiarton railroads. These important advantages have aided very much in developing the material resources of this township.

A system of mixed farming has been adopted with success. On small farms of 100 acres specialism is not a desirable method; being so closely allied to speculative ideas, it ought always to be avoided. No farmer should be a speculator either in his own business or outside of it. The agriculturist here, as elsewhere, has been quite successful by ordinary methods. These he has modified from time to time in a manner commensurate with ever

changing conditions, which have been forced on him by extraneous circumstances. That it has been productive of good results is evident to any one. In Ellice are found excellent farm buildings, fences, with other improvements, all indications of prosperity. Characteristic of the German in Ellice is thrift, simplicity of everyday life, and uniform kindness to a stranger who comes within their gates.

That they are of strong religious convictions is apparent from the number of costly church edifices, whose appropriate style of architecture, elaborate in design in many instances, are found throughout settlements of this nationality. In sections entirely composed of Germans, farm buildings are often found more pretentious than such accommodations amongst English speaking people. A number of palatial dwellings, erected on farms in these northern municipalities by Germans, indicate a lavish expenditure of money, which one would think inconsistent with profit to an average farmer or with that caution and economical rule of conduct attributed to their German owners. Be that as it may, a man's work is always a reflex of his mind, and his continuous operations simply display his inner springs of thought developed into action, and crystallized in a construction of material things. From a financial standpoint great houses on the farm may not be profitable, but there can be no doubt as to the elevating influence of such fine structures on the farmer, his family, and those associated with him in his calling. We are largely creatures of environment, and if a farmer erects a beautiful dwelling place, indicating refinement in its construction, there is a strong tendency that the souls of its inmates will partly become of the same character.

Ellice contains few villages, and none having any considerable population. Sebringville, on the Huron Road, partly in Downie and partly in Ellice, has priority of settlement as well as numbers. A sketch of this place will be found in the local history of Downie, to which the reader is referred.

Rostock, the capital, is a place of some importance, with a population of 150, and contains a number of private residences, with all the small industries peculiar to a country village. This

little commercial point was once known as Ellice Centre, and is located on the 10th and 11th concession road at its intersection by the centre road. Its first building was a blacksmith's shop, kept by Mr. Henry Maurer, erected in 1862; and during that year a log schoolhouse was constructed. At this period, also, a sawmill was built by Mr. Elden Sebring, which constituted Rostock till 1875. During this year Mr. Justus Kreuter erected the first store, and in 1877 a hotel was opened. Those old pioneers in this neighbourhood who were first to enter the wilderness were Christian Schenck in 1854, Frederick Buck, Elden Sebring, Charles Freier, Ernest Denstedt, Frederick Fisher, and Frederick Gall. At present there are two general stores, one hotel, two blacksmiths' shops, a waggon shop, two telephone offices, and several private residences. There is also a very fine public school building, most creditable to so small a place.

Wartburg, situate two and a-half miles south of Rostock, was founded in 1857 by Mr. Richard Coulton, who built the first building. Mr. Coulton was a school teacher, and an early settler. About two years subsequent Mr. Henry Miller opened the first store, a blacksmith's shop being opened previously. This hamlet, which was originally named "Totness," and the seat of government for several years, has not made great progress. At present there is one general store, a hotel, a neat Evangelical Lutheran Church, and a number of private residences. This place, like Rostock, is surrounded by a wealthy agricultural community.

Gadshill, situated on the boundary line between North Easthope and Ellice, is largely in the latter municipality. This hamlet was founded by Henry Ratz, who built a sawmill subsequent to the opening of the gravel road into Mornington. This highway was constructed through a dense swamp its entire length, a distance of ten miles. To a traveller passing over the road to-day this statement will seem incredible. Improvement during twenty-five years has so transformed this district that one can with difficulty realize that such progress could have been possible in so short a period of time. Being situated on a leading highway, within easy distance of Stratford, this is a lively village. At present it

contains a saw mill, grist mill, hotel, blacksmith's shop, general store, and still retains a fair measure of commercial importance.

Kinkora, two and a half miles west from Wartburg, has a store, post office, and a very fine Catholic church. This place is surrounded by an excellent agricultural country, affording evidences of wealth amongst the farming community.

Topping, and Brunner, a station on the Stratford & Huron Railway, are points of not great importance so far. Both are centres of a section of good land, and will doubtless in the near future contain many of those industries peculiar to rural districts.

Ellice has several churches of elegant design, and consequently of substantial material. Amongst these must be accorded precedence to the Roman Catholic at Kinkora. This congregation is an old one, being organized by that great apostle of Catholicism in Perth County, Rev. Father Schneider. Prior to this mission being opened, no clergyman resided nearer than Stratford or St. Columban. Rev. Father Kenney, from the former place, subsequent to Father Schneider's removal, held occasional services in the shanty of some pioneer. Father Crinnon, who afterwards became Bishop of Hamilton, followed Father Kenney as first pastor. During his administration a frame church was erected, in which services were held until 1882. Thirty years ago the now venerable Father O'Neill was inducted into this congregation, and during his long and successful ministrations much good has been accomplished. At this period many Catholic people in this section had become wealthy, and they decided that a new edifice should be erected, more in keeping with their advanced social condition. In 1882, therefore, was erected the finest rural church edifice in Perth County, at a cost of \$30,000. Its front elevation contains a fine oriel window of transparent glass. On the north side rises the tower, surmounted by a spire, harmonizing its exterior. The interior is elaborate in detail, and beautiful in design. There is a large vestibule, whose roof or ceiling is supported by a group of lancet-shaped arches resting on fluted columns, among which faintly falls a subdued light from translucent windows. Passing into the auditorium, a row of columns



extends on the north and south sides through the building. From these columns arches spring right and left, supporting a deeply-groined roof. A pipe organ forms a beautiful background to the choir over the vestibule, at the main entrance. There are connected with this congregation 105 families. Amongst the old pioneers who were largely instrumental in promoting this work were John, Peter, and Joseph Stock; Patrick Collins, Lawrence Crowley, Peter Connelly, Patrick Flynn, John, Patrick, and Robert Kelly; Robert and Jos. Brown; Wm. Gaunt and Cornelius Kennedy. Father O'Neil is still in charge of the congregation.

East of Kinkora two and a half miles, in Wartburg, is the second Evangelical Lutheran Church of St. John (Missouri Synod), which was set apart in 1856 from that established at Seebach's Hill. Rev. Mr. Hengrer, its first minister, on application to the Canada Co'y, was presented with a site for a church. The founder of this mission, as well as several others in Ellice, was Dr. Anthony Schaffraneck, who was really the apostle of Evangelical Lutheran Christianity in this district. The present church building was erected in 1883, at a cost of \$2,000. Its membership has increased rapidly, from a few families in 1858, until, under Rev. Mr. Oldenburg's ministrations, they now number 250 souls. A Sabbath school, superintended by Mr. Bruckman, has an average attendance of 40 pupils. Mr. Oldenburg also conducts a young people's class every Saturday.

In Rostock, two and a half miles north of Wartburg, is the Evangelical Association of Zion's Church. This congregation was organized in 1865 by Rev. Mr. Spies, and a church erected. The promoters of this movement were Messrs. Heller, Ballantyne, Knechtel, Sebring and Passmore. In 1902, before this work can be published, a new brick structure will be completed at a cost of \$3,000. This congregation now numbers about 125 souls, and is under the pastorate of Rev. Mr. Grenzebach. A Sabbath school, with an average attendance of 85 pupils, is conducted by Mr. William Schenck, superintendent.

Northwest of Rostock two and a half miles, on Lot 15, Con. 12, is St. Paul's Evangelical Lutheran Church, Canada Synod. This

congregation was organized in 1862 by Dr. Schaffraneck, and embraced about 15 families. Service was held in a school house and in settlers' shanties until 1868, when a church was erected. Progress in this congregation was rapid both in wealth and numbers. In 1894, the pioneer building was found inadequate to accommodate an ever increasing number of worshipers, and a new brick edifice was constructed. This is an imposing building, costing over \$8,000. In the tower, which is surmounted by a graceful spire, are two bells. One of these is great and deep-toned, the other smaller. I may be permitted to state here that these bells are utilized to perpetuate a very beautiful old custom brought from Germany, and thus transplanted in Canadian woods. Here now it remains to remind old pioneers of events that transpired mayhap in years long gone by. It may be that on a quiet Sabbath morning, when rural life is hushed, that the deep solemn tones of the great bell are heard, like a knell over woodland, vale and stream, falling on the most remote home of those who worship at St. Paul's. In plaintive notes, tolled at intervals, it proclaims that death has entered the home of some aged one, who on Sabbath days had knelt at the same altar in years gone by, and removed hence a loved one who will return no more. When the second or smaller one is tolled, it indicates that some youthful one has been returned, and a soul so lately given has been again restored. At the hour of service on Sabbath, or on occasions of rejoicing over happy events, both bells ring out merrily. This beautiful custom is worthy all honor in its observance, and might well be imitated by all congregations of professing Christians. Under Rev. Mr. Plunck, present minister, great progress is being made, having an attendance of about 500 souls. A Sabbath school, with an average attendance of 100 pupils, and a young peoples' class of 75 scholars, is also conducted by the minister.

An old congregation in this county is that of the Evangelical Association at Sebringville. This mission was established in 1840 by Rev. Mr. Harlacher, who held meetings amongst a few German families who located in this neighborhood. Those few members who founded this congregation were Jacob and George

Schweitzer, C. Zimmerman, George Kaercher, John and Andrew Goetz and David Sebring. Subsequent to its establishment, a Sabbath school was opened, which has the honour of being the first Sabbath school in Perth County. With an influx of settlers its members increased in number, when a log building was erected in 1845. Previous to constructing this church, services were held in the shanty of some pioneer. In 1855, a new frame building was erected, the former structure being insufficient to accommodate the people. Its first stationed minister was Rev. Mr. Bastian, under whose charge great progress was made. Subsequently a fine brick edifice was built, at a cost of \$5,500, where services are now held by Rev. C. S. Finkbeiner, its membership being 176. This old Sabbath school has made equal progress with the congregation, having an attendance of 225 pupils, under Mr. Jacob Litt as superintendent.

Nearly 70 years ago the Mother German Church of this section was organized at Seebach's Hill. A number of families from Alsace had settled along the Huron road, and in 1835 the first Evangelical Lutheran St. John's Church was founded in Ellice with a membership of about fifteen families. This was one of the first four congregations in this county, the church at Sebastopol, St. Andrew's, Stratford, and St. Joseph's Catholic Church, Stratford, being the other three. Services were held every Sunday. In 1836, F. A. Horn was placed in charge, remaining four years. During this pastorate a church was built of logs 22 ft. by 18 ft., on a piece of land donated by Mr. Andrew Seebach. Mr. Horn preached also at Kastnerville. In January, 1840, this gentleman was succeeded by Rev. August Kelterborn. During this pastorate, which continued until 1852, a new church was built somewhat larger than the old log one, being 40 by 30 feet. In 1853 Rev. T. W. Tuerk was placed in charge, who worked acceptably for several years, when he began to teach Swedenborgianism, and was compelled to resign. Rev. Mr. Hengrer, a faithful and good man, was next called in 1857, remaining till 1872, when he was succeeded by Rev. Mr. H. Succop, "Missouri Synod." During 1857 a new constitution or "Kirchen-Ordnung" was accepted.

This document is signed by Rev. Wm. Hengerer and 133 others, nearly all having families. A great number of those whose names are appended to this paper became members of those missions at Wartburg, Rostock, Mitchell, Logan, and Stratford, where there are now elegant churches. During 1861 the "Canada Synod" was organized, when this congregation, with Rev. Mr. Hengerer, joined that body. In 1862 the present edifice was erected at a cost of \$2,500. Its situation is beautiful, crowning as it does the highest point of land in this county. The building itself is 60 by 40 feet, with a spire of nearly 100 feet, which can be seen for a long distance away. This congregation, now under the ministrations of Rev. W. Weinback since 1887, is prosperous, having an attendance of 550 souls. In the Sabbath school are 98 children under Nicholas Seebach as superintendent, who has several assistants in his work. There is also a bible class conducted by the minister.

Trinity Church, at Sebringville, was organized by Rev. E. Patterson, Anglican minister at Stratford, in 1875. Its principal promoters were Messrs. Pearson, Coulton, Hamilton, Moore, and Ruston, who opened a mission in 1872. At its organization as a congregation there was a membership of 30, which, in 1902 had increased to 70. In 1887 a comfortable building was erected at a cost of \$1,400, where Rev. D. Deacon, now pastor, holds service. There is a good Sabbath school in connection with the church, under Mrs. Mason as superintendent, having an average attendance of between 30 and 40 pupils.

The local municipal history of Ellice begins in 1842. There is no record of any meeting being held this year, but one, no doubt, had been held, as an extract from a letter sent by the district clerk indicates. This circular, dated May 18, 1842, at Goderich, says, "I have the honour to communicate to you the following resolution, and request your immediate attention to the same. That the councillors for their respective divisions direct where and how the statute labor of said division shall be performed to the best advantage.

"That no pathmaster shall be allowed to take commutation



money for statute labor coming into his hands, and lay the same out at his discretion, but all moneys received by them shall be paid to the township clerk, and expended by the councillor on estimates received."

From this letter, therefore, it is evident that local government had been introduced. At a meeting of ratepayers held in John Sharman's hotel, Stratford, on January 2, 1843, "the acting clerk laid before them a statement of accounts for 1842, showing that he had received no money during the year, and, of course, had not spent any." This very satisfactory announcement having been made of their financial condition, they proceeded to elect officers. Mr. Daniel McPherson was chosen clerk; Peter Kastner, assessor; Henry Studer, collector; John McCarthy and Andrew Seebach, poundkeepers. Alex Gourlay, Peter Kastner, John Sharman, A. McCarthy and Thos. Reddie, were elected school commissioners; Alexander Scott, Wm. Pinder, and Anthony Goettler, town wardens. Mr. Sebring, whose name appears as a district councillor in 1842, held that position again in 1843. Nine pathmasters were also elected. By-laws regarding fences and cattle running at large were adopted, when the meeting adjourned.

In 1844 the annual meeting was held at Andrew Seebach's house, by virtue of a warrant from the magistrates, when the following officers were elected: Andrew Seebach, district councillor; Daniel McPherson, clerk; Henry Studer, assessor; John Kastner, collector; Geo. Brunner, Wm. Pinder, and Jacob Weber, town wardens. Alex Gourlay, chairman.

In 1845 a meeting of ratepayers was held at the tavern of John Sharman, when Daniel McPherson was elected councillor and town clerk; Thomas Reddy, assessor; Stewart Campbell, collector; Jacob Weber, John Sharman, Patrick Cashin, town wardens.

"The existing by-laws were allowed to stand as formerly, except pigs, which are not allowed as free commoners from the 1st of July to the 1st of October."

In 1846 the town meeting was held in the tavern of John Hicks,

Stratford. The town clerk presented his accounts, which were examined and found correct. The following officers were elected :— Stewart Campbell, clerk ; Patrick Cashin, assessor ; Alexander Gourlay, collector ; Michael Crowley, Jacob Weber, John Sharman, Thomas Reddy, and George Martin, wardens.

In 1847 the town meeting was also held in Stratford, when Stewart Campbell was again elected clerk ; Patrick Crowley, assessor ; Alexander Gourlay, collector ; Philip McClosky, John Sharman, William Pinder, George Barthel, Michael Crowley, and Robert Henry, wardens. At this meeting two important resolutions were carried as illustrating the effect of a few years of partial self government by the people, in their demanding from the supreme authority “ an acquiescence in such legislation as they, the people, considered to be in their interest.” Mr. McPherson, as district councillor, was instructed to lay before the council the desire of the people, that the town meeting should always be held at Seebach’s, and not as the whim of the magistrates may direct. The council at Goderich was also asked to publish a financial statement of their affairs, “ and that forthwith.” These resolutions were transmitted to the Clerk of the Peace with other minutes of this meeting.

In 1848, at the town meeting, Mr. Stewart Campbell was again elected clerk ; Patrick Crowley, assessor ; Michael Crowley, collector ; John Dempsey, William Moore, John Hays, wardens.

In 1849 Stewart Campbell was elected clerk ; Patrick Crowley, assessor ; Michael Crowley, collector ; John Sharman, John Parker, and James Hamilton, wardens. This meeting was held at the tavern of Thos. Douglas, Stratford. During the summer of this year, Mr. McPherson, who had been district councillor since he resigned his position as clerk, died, and John Sharman, at a meeting held on the 25th day of September, was chosen as councillor for the balance of the term.

The first meeting of ratepayers in Ellice, under our present municipal system, was held at Mrs. Douglas’ tavern (Farmers’ hotel), Stratford, in January, 1850, Stewart Campbell, clerk, in the chair. At this meeting Andrew Seebach, George Brunner,

John Sebring, Robert Henry, and Alexander Gourlay were declared elected as the first council of Ellice. Mr. John Sebring refusing to accept, Mr. Peter Reid, of Stratford, was chosen.

A statement of accounts, submitted in 1843, shewed Mr. McPherson, clerk, to have received £9, 7s., 6d., from Mr. Hall, of St. Catharines, civil engineer, as a grant "to this township for the repair of roads and bridges, under the Act 7, of William IV." This was disbursed by John Sebring and Thos. Reddy. In 1845 the clerk received from London district £12, 1s., 0d. These sums were expended on public improvements. On March 9th, 1850, council again met and passed by-laws fixing rates to be paid for hotel licenses. Mrs. Douglas, "Farmers' Inn," Stratford, £7, 10s.; Jas. McCauly, "Stratford Inn," £7, 10s.; Exchange hotel, Ellice, £6; and a beer shop, Stratford, £5. In February a by-law was passed regulating officers' salaries, the clerk receiving £6; treasurer, £4; superintendent of schools, £1, 5s.; auditors, ten shillings each; assessors, 4 per cent. on all monies collected; collector, 5 per cent. on all moneys collected. Mr. John Coulton was appointed assessor for Mornington, then annexed to Ellice for municipal purposes. By-laws were also passed regulating pounds and poundkeepers, with fees and charges made in the discharge of their duties.

Mr. Stewart Campbell, then clerk, has entered in his record two important documents which enable us to comprehend the material wealth of Ellice in 1851. From copies of assessment for that year, real property is rated at \$142,000; personal, \$19,000; number of horses, 102, value \$5,700; number of cattle, 798, value \$13,200. It is not too much to say, that at present a dozen of ordinary farmers are possessed of a greater amount of wealth in cattle and horses than the whole township could boast of in 1851. Rates levied were, for county,  $\frac{3}{8}$  of a penny per £; township rate,  $\frac{1}{4}$  per £; lunatic asylum, 6d. per £100; debt  $\frac{1}{4}$  per £; gravel roads,  $\frac{1}{4}$  per £; County of Perth,  $\frac{1}{4}$  per £. The total amount on this roll was £225, or \$890. Mr. Peter Kastner was highest rated, contributing £5, 3s., 7d., or a little over \$21, while Mr. Augustus Kellerman enriched the

municipal treasury by a contribution of four pence halfpenny, or 9 cents.

The total number of taxpayers was 244. During this year steps were also taken towards opening a road to the township of Mornington. As will be noticed in the local history of that municipality, settlement was rapidly taking place about this time, and, although only ten miles from Stratford, it was as effectually shut off by the Ellice swamp as if it were fifty miles away. This agitation eventually resulted in the construction of the northern gravel road from Stratford to Mornington, a work of great advantage to both, and did much towards a unification of feeling in the northern municipalities with those of the south.

Ellice was no exception to other townships in the early days, in those difficulties attending the arrangement and definition of school section boundaries. The new council of 1850 had no sooner taken their places than a flood of petitions were placed before them, praying for sweeping alterations in the boundaries of school districts. At this meeting the whole artillery of the ratepayer was directed point blank at unoffending representatives, who, alternately swayed by their sense of honesty and personal interest, were in a sad quandary, which generally ended in political decapitation. It was not for many years that belligerents in the various sections became like some volcanoes, inactive, and accepted present conditions. In this township there are now eleven school sections, six of which are unions. There is also a separate school. In each of those school districts excellent buildings have been founded for the comfort and accommodation of pupils, and highly creditable to the taste and liberality of the people.

At a meeting in February, 1852, the council considered a by-law regarding tavern licenses, limiting their number to four, indemnity for the right to sell remaining as before. The Municipal Act of 1850 had a marked influence on the people of this township. No sooner had they assumed the responsibility of local self government than such an expansion in regard to public improvements took place as never would have arisen under that



sucking bottle system of Governor Head's favourite method. At this meeting a motion was carried ordering Mr. Wm. Rath, P.L.S., to make a survey of the boundary line between Ellice and North Easthope, preparatory to constructing a gravel road to Mornington. The reeve was also instructed, after proper investigation, to subscribe £10 or £15 towards making a survey for a railroad from Guelph, through Stratford, westward. A statement of assessment in Mornington was submitted to the board, showing the total as being \$77,000, or less than ten one hundred acre farms and their stock would be worth at this present day. In 1855 the council instructed their clerk to procure a township seal, "Device a Plough." On August 3rd, 1855, a meeting of ratepayers was called to approve or disapprove by their votes of a county by-law granting £30,000 to the Buffalo, Brantford and Goderich Railway. For some cause or other little interest was manifested in this important measure, only 12 voting for and 9 against it. It may appear surprising that such apathy should be shown towards a step which was to affect them to so great an extent as a railroad entering Stratford. As a matter of fact, they were so overwhelmingly in favor of such a scheme that none supposed there could be opposition to a movement which must largely increase the price of every acre of land in Ellice.

In March, 1859, a by-law was passed to borrow \$1,200 from a fund set apart by the county to procure seed for poor settlers, who had lost their crop the year previous. In this respect they were like other municipalities, nearly all requiring aid from this fund. Applicants in this township numbered 84, and received seed valued at \$1,092. During 1864 a further sum was granted to poor settlers, amounting to \$143. These loans indicate some unfortunate results which may arise from pursuit of specialism in agriculture. Failure may occur at any time, and when a farmer devotes his time to a specialty, failure in that department must be followed by disaster. At that period in our agricultural history settlers were compelled to grow wheat. Many of our important products of to-day had then no commercial value.

Stern necessity has no law, and if early settlers were all specialists in wheat growing, a struggling pioneer had to adopt that method which brought the quickest return. His circumstances, rather than his inclination, were his masters for the time being, and, like a soulless taskmaster, scourged him without mercy.

In March, 1876, Mr. James Corcoran, of Stratford, was present, and presented a draft of a petition to the Hon. Commissioner of Public Works of Ontario, asking that steps be taken towards draining that great swamp in Ellice. This movement resulted in opening up what is known as the "Corcoran drain," and led to an issue of debentures, a short time subsequently, amounting to \$8,000, for drainage purposes. Thus was inaugurated a system of public works in Ellice which has brought a marvellous improvement to a large section.

Ellice, till this present time, has contributed over \$60,000 to drainage works, and on the roll of 1901 \$5,000 was collected for this part of public expenditure alone. While many difficulties have arisen in prosecuting these improvements, her public men have persevered steadily onward. No one can say but that great advantages have been gained, and of vastly greater import than any expenditure incurred in their prosecution. In Logan, Elma and Ellice, immense sums have been expended in drainage improvements. If, therefore, these townships are now in many ways equal to those in the south, it has been accomplished in spite of great natural disadvantages, and "paid for with a price." When we compare the financial condition of Ellice, Logan, Elma, and to some extent, Mornington, with those southern municipalities, their self-imposed burdens are certainly very great. While the railway debt of Ellice is not heavy, beyond that portion of her obligation in common with others in the county indebtedness, her expenditure in drainage has been large. Her liabilities for these debentures are now about \$25,000.

We believe a time is now close at hand when what was known as the great marsh in Ellice will be productive of much wealth to this county. By manufacturing its deposits of peat into fuel, as now being introduced, employment will be furnished to a large

number of men, thereby creating a circulation of capital. There are several thousand acres of peat beds, a railroad passing through their entire length. These are equal for fuel to any such deposits in Canada. An attempt was made a few years ago to manipulate this peat as an article of commerce. Inadaptability in machinery employed rendered this unsuccessful. It proved, however, that a quality of goods could be produced equal to coal for heating purposes, and at much lower rates. If manufacturing can be accomplished, by an adaptation of more powerful machinery, the importance of these deposits cannot be over estimated. At present arrangements are being carried out with improved appliances which, it is hoped, will in a short time develop this industry.

Population in Ellice has, as in other municipalities, decreased, being now 2,789. Taxes on the roll of 1901 were \$21,195. Of this sum \$5,300 was for schools, and nearly a similar amount for drainage. The total assessment on real property in the year was \$1,644,242.

Nearly every acre of land excepting the peat deposits is available for agriculture. This has been largely brought about by a judicious expenditure of public funds in drainage and other improvements in what was once considered waste lands.

A spirit of emulation is noticeable in this township in those matters of farm buildings, churches, schools and roads throughout every section. This is an excellent characteristic, and no people can be great without it. Associated with discretion, it is productive of much good, and lies at the very root of human progress.

In 1844 Ellice contained 528 inhabitants, including a portion of Stratford, and had 1,511 acres under cultivation. In 1850 the population had increased to 1,319, having 4,036 acres under cultivation. In 1849 it produced 15,000 bush. wheat, 16,000 bush oats, 12,000 bush potatoes, 12,000 bush turnips, 23,000 lbs. maple sugar, and 26,000 lbs. butter. Population in 1862, 2,616, Stratford being withdrawn.

Township officers of Ellice :—

*Reeves.*—1850, Robt. Henry; 1851-3, Alex. Gourlay; 1854-5, R.

Henry; 1856, Patrick Crowley; 1857-9, John Kastner; 1860, John Pearson; 1861-4, John Kastner; 1865-6, John Pearson; 1867-9, John Kastner; 1870-2, Jacob Brunner; 1873, William Baumbach; 1874-6, Patrick McDonald; 1877-83, James Bennoch; 1884-9, Andrew Kuhry; 1890-1, Philip Siebert; 1892-3, A. Kuhry; 1894-1900, George Goetz; 1901-2, Albert Schenck.

*Deputy Reeves.*—1864 (first deputy), Mortimer Hishon; 1865, J. Kastner; 1866, David Smith; 1867-9, Jacob Brunner; 1870-1, Joseph Miller; 1872, Wm. Baumbach; 1873, Patrick McDonald; 1874, J. Miller; 1875-7, Wm. Suhring; 1878, Timothy Murray; 1879-82, Henry Vogt; 1883, A. Kuhry; 1884-8, P. Siebert; 1889, J. Brunner; 1890-1, J. P. O'Brien; 1892-3, Geo. Goetz; 1894-5, Robt. Armstrong; 1896-8, Albert Schenck.

*Clerks.*—1850-68, Stewart Campbell; 1869-98, John Pearson; 1899-1902, Justus Kreuter.

*Treasurers.*—1850-68, Stewart Campbell; 1869-71, Robt. Henry; 1872, Andrew Goetz; 1873-9, Edward Brown; 1880-1, Theobald Litt; 1882-95, Wm. Suhring; 1896-9, Robert Brown; 1900-2, James J. Brown.

*Assessors.*—1850, Patrick Crowley, Richard Coulton, John Coulton; 1851, P. Crowley, R. Coulton; 1852-4, P. Crowley; 1855, John Pearson; 1856, John Malloy; 1857, Ezekiel Henry; 1858, R. Coulton; 1859, Daniel McLean; 1860, R. Coulton; 1861, John Stock; 1862, D. McLean; 1863, Andrew Goetz; 1864, William Hickey; 1865, Jacob Brunner; 1866, Patrick McDonald; 1867-8, Wm. Hickey; 1869, Patrick Hogan; 1870, Wm. Suhring; 1871, Patrick Kelly; 1872, Wm. Suhring; 1873, Daniel Mahoney; 1874, P. Kelly; 1875, F. L. Mennig; 1876, Andrew Goetz; 1877, Chas. Stock; 1878-9, Geo. Barthel; 1880, G. Goetz; 1881, Henry Foley; 1882, Peter Kastner, jr.; 1883, Thos. Riley; 1884, Bryan McDonald; 1885-7, G. Goetz; 1888-90, Paschal Pigeon; 1891, John Kelly; 1892, B. McDonald; 1893, George Barthel; 1894, Jacob Brunner; 1895, P. Pigeon; 1896-7, J. Brunner; 1898-9, Jacob Litt; 1900, Patrick McDonnell; 1901-2, James McDonnell.

*Collectors.*—1850, Jas. Hamilton; 1851, John Kastner; 1852-3, John Pearson; 1854, Jas. Hill; 1855, Patrick Writt; 1856, Wm.



Hickey; 1857, J. Hill; 1858, David Smith; 1859, Henry Kennedy; 1860, D. Smith; 1861, Tobias Murphy; 1862, Patrick Hishon; 1863, James Fitzgibbon; 1864, Florence Malloy; 1865, William Sebring; 1866, J. Brunner; 1867-8, W. Sebring; 1869, William Suhring; 1870-2, Jeremiah Crowley; 1873, A. Goetz; 1874, F. Malloy; 1875, J. Crowley; 1876, John Malloy; 1877, Geo. Brickman; 1878, John Robb; 1879-80, John Kelly; 1881, Geo. Neigh; 1882, Geo. Kaercher; 1883, John Yungblut; 1884, Geo. Goetz; 1885-7, Jos. Stock; 1888-92, John Yungblut; 1893-4, John Kelly; 1895, G. Brickman; 1896-98, Patrick McDonnell; 1899, Wm. J. Henry; 1900-2, Louis Brunner.

*Auditors.*—1850, Richard Coulton, Duncan McGregor; 1851, John Pearson, R. Coulton; 1852, James Woods, Alwyn Sebring; 1853, J. Woods, T. A. Sebring; 1854, W. Hickey, D. Mahoney; 1857, Samuel Rollin Hesson, Daniel McLean; 1858, D. McLean, S. R. Hesson; 1859, S. R. Hesson, Michael Walsh; 1860-2, F. L. Mennig, Patrick Doeherty; 1863, P. J. Horgan, F. L. Mennig; 1864, F. L. Mennig, Peter Kelly; 1865, D. McLean, F. L. Mennig; 1866-7, D. McLean, P. J. Horgan; 1868, D. McLean, Patrick Murphy; 1869, Thos. Brown, F. L. Mennig; 1870, A. Goetz, T. Brown; 1871-2, T. Hishon, P. J. Horgan; 1873, D. McLean, Wm. Bollert; 1874, Wm. Bollert, P. Hishon; 1875, D. McLean, Wm. Bollert; 1876-7, D. Haragan, D. McLean; 1878, John Haragan, D. McLean; 1879-80, F. L. Mennig, D. McLean; 1881, Charles Dahms, D. McLean; 1882, F. L. Mennig, D. McLean; 1883, T. Brown, F. L. Mennig; 1884, Justus Kreuter, T. Brown; 1885-7, T. Brown, P. Pigeon; 1888, Jacob Herr, T. Brown; 1889, D. Haragan, D. McLean; 1890, J. Herr, T. Brown; 1891-2, Jacob Litt, T. Brown; 1893, Jas. Crawford, J. Litt; 1894-5, J. Litt, T. Brown; 1896, J. Litt, Wm. Ruston; 1897-8, W. Ruston, W. H. Coulton; 1899, W. Ruston, F. Siebert; 1900-1, W. Ruston, W. H. Coulton; 1902, W. H. Coulton, Joseph Quinlan.

*Councillors.*—1850, Andrew Seebach, G. Brunner, Alex. Gourlay, Robt. Reid; 1851, Jacob Weber, D. Haragan, Peter Reid, Robt. Henry; 1852, P. Reid, John Sebring, Peter Kastner, J. Weber; 1853, P. Kastner, James Whaley, J. Sebring, P. Reid;

1854, John Hays, Jos. Miller, J. Weber, Samuel Henry; 1855, John Stock, Henry Kennedy, J. Hays, Michael O'Brien; 1856, J. Stock, Wm. Whalen, Wm. Hearsnip, John Cavanagh; 1857, J. Pearson, J. Miller, P. Kastner, J. Cavanagh; 1858, P. Kastner, J. Pearson, J. Miller, Peter Foley; 1859, J. Pearson, P. Kastner, P. Foley, Andrew Seebach; 1860, P. Brown, J. Kastner, Mortimer Hishon, Jacob Brunner; 1861-2, J. Pearson, J. Cavanagh, M. Hishon, J. Brunner; 1863, J. Pearson, Jos. Dennis, David Smith, J. Cavanagh; 1864, J. Pearson, D. Smith, John Malloy, sr.; 1865, J. Dennis, D. Smith, John Quinlan; 1866, P. Stock, J. Miller, J. Quinlan; 1867, P. Stock, J. Cavanagh, Henry Studer; 1868, H. Studer, P. Stock, J. Miller; 1869, David Sebring, P. Stock, Patrick McDonald; 1870, D. Sebring, P. McDonald, Wm. Baumbach; 1871, P. McDonald, W. Baumbach, Ed. McCaffrey; 1872, P. McDonald, Timothy Murray, Thos. Brown; 1873, Jas. McPherson, John Carty, T. Brown; 1874, Thos. Brown, T. Murray, Patrick Lennon; 1875, T. Brown, August Baumbach, T. Murray; 1876, W. McCaffrey, T. Murray, H. Vogt; 1877-8, Jeremiah Crowley, Wm. McCaffrey, H. Vogt; 1879-81, Christian Werner, Andrew Kuhry, Francis Ruston; 1882, C. Werner, Philip Siebert, Ezekiel Miller; 1883, P. Siebert, R. Armstrong, Thos. Keefe; 1884, D. L. Kastner, T. Keefe, R. Armstrong; 1885-7, W. H. Coulton, D. L. Kastner, J. P. O'Brien; 1888, W. H. Coulton, J. P. O'Brien, W. Soeder; 1889, W. H. Coulton, Geo. Goetz, W. Soeder; 1890, George Goetz, Henry Foley, W. H. Coulton; 1891, W. H. Coulton, G. Goetz, Justus Kreuter; 1882-3, W. H. Coulton, H. Foley, J. Kreuter; 1894, J. Kreuter, H. Foley, Wm. Simpson; 1895, H. Foley, John Yungblut, W. Simpson; 1896, John Kelly, W. Simpson, C. Werner; 1897, J. Kreuter, John Kelly, W. Simpson; 1898, J. Kelly, H. Foley, D. Smith; 1899-1900, J. Kelly, H. Foley, Albert Shenck, D. Smith; 1901, H. Foley, Wm. J. Henry, J. Kelly, D. Smith; 1902, Michael Crowley, J. Kelly, W. J. Henry, George Brickman.

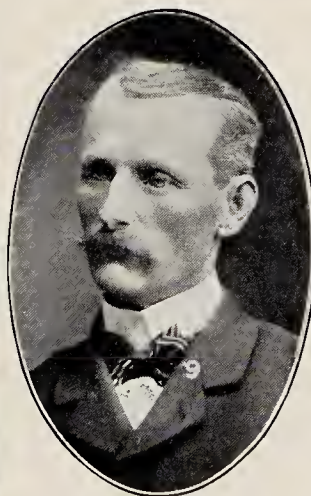
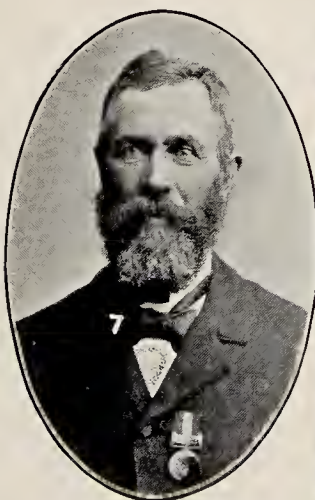
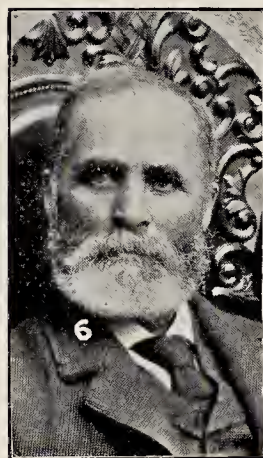
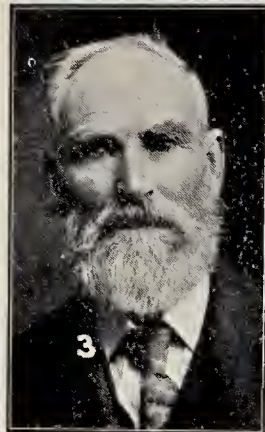
## CHAPTER XVIII.

### NORTH EASTHOPE

North Easthope is situated on the extreme eastern limit of Perth County. Although first settlement did not take place in this municipality, it has priority over all others in having at an early day a population whose influence and numbers were such as to give the name "Perth" to this new section of country. A very large proportion of those pioneers who came into North Easthope were from Perthshire, Scotland. With that distinctive love of country peculiar to their nation, they determined to perpetuate as far as possible memories still dear to them. Fond recollections still went back to Scotland with its hills and glens, and from those feelings "Perth" received its name.

In 1829 the first concession of North Easthope was surveyed by John McDonald; a further portion in 1832; the whole being completed in 1835. Its total acreage as stated in the field notes is 44,642, and was named in honour of John Easthope, of the Canada Company. Situated near to those older settlements lying eastward, and its soil being desirable for agricultural purposes, it had for several years a preponderance in population. In 1841, when a parliamentary election took place, this township had five voters, who walked to Goderich to vote for Mr. Dunlop, the anti-Family Compact candidate. These electors, who were also first freeholders, were Rev. Daniel Allan, John Stewart, Alex. and John Crerar, and John Whitney. It must not be forgotten that the number of votes in a municipality at that period was no indication of its population. In those dark days of an oligarchy that drove Mr. McKenzie to rebellion in his struggle for Canadian rights and liberty, those only could vote who had a deed of their property.





#### NORTH EASTHOPE OFFICERS FOR 1902.

1. Julius Cook, Reeve. 2. W. F. Paterson, Collector. 3. John A. Fraser, Councillor. 4. James Hastings, Councillor. 5. John C. Cook, Councillor. 6. James McGillawee, Treasurer. 7. George Merrylees, Assessor. 8. J. D. Fisher, Clerk. 9. Alexander McDonald, Councillor.





These privileges arising from land tenure had been transplanted into Canada from Britain, and it required the blood of several of her patriot men, with long years of bitter political warfare, to pluck them up, root and branch. The Act of 1841 was like the bud on a young sapling, to which Governor Head was pleased to refer, as he placed his signature to that important piece of legislation, that he was creating "suckling republics." Nine years later came the full grown tree in the Act of 1850. These "suckling republics" have produced stalwart men in municipal government, and have done more for Canada than Head and those around him tramping like gin horses in the narrow circle of an effete feudalism could ever have accomplished.

The surface of this township is varied in aspect. Its soil is everywhere good. On its eastern side the land is undulating rather than level; in its central parts it is hilly. These, in some places, rise to a considerable height, giving a picturesque appearance to that district. Westward, the surface again becomes undulating, gradually subsiding to level near the boundary line of Ellice.

The predominating nationality in a large section of North Easthope is Scotch, who naturally introduced that method of agriculture prevailing in the old land. Circumstances in connection with pioneer life determined them to adopt the cultivation of wheat, as giving a quick return for their labour. In its adaptability for the growth of this cereal, North Easthope could not be excelled. This was a great advantage in those years, to which may be attributed its rapid progress, rather than to particular qualities in the people themselves. They also had an advantage in priority of settlement, their goods finding a ready market for several years from those settlers moving north and west. This was particularly so in the case of oxen and cattle. For farm products of this description there was no export demand at this time, nor for several years subsequently. Cereals had to be hauled to Galt or Lake Ontario in many instances, with oxen, occupying over a week each trip. Farmers in this municipality were not slow in adapting themselves to those innovations that have from time to time broken in on what was old established principles. That agricul-

ture has reached a high state of perfection in North Easthope is apparent from the fact that Mr. George Hyde on two occasions carried off the medal awarded by the Government for the best kept farm in this western district, embracing several counties. This distinguished recognition of advanced agriculture in Perth County is an honor appreciated by all.

The Germans, who are largely settled in the eastern portion of North Easthope, are quite equal to their Scotch neighbours in advanced agriculture, and are by no means backward in introducing those new methods which have been found advantageous in their calling.

In nearly every section water is plentiful, and, as in hilly countries, springs are more numerous than in other townships in Perth County.

In material for constructing good roads it has an inexhaustible supply. Through every section, except a small portion on the west side, roads are excellent. In certain places construction has been effected with some difficulty. Hills have been cut away and valleys levelled up, making easy gradients, over which surplus farm products can be removed without hardship. The road extending from Shakespeare to Nithburg is an old highway. Previous to constructing the Northern Gravel road—through a dense swamp, which at that time defied every effort of the hardy pioneer,—it was a leading road. Ingress and egress to and from what was known as “The Queen’s Bush” and our northern townships was over this highway. The necessities for rest and refreshments by pioneer travellers led to numerous houses of public entertainment being erected for their comfort and convenience. Although those old bushmen were not by any means travelling through a dry, parched land, wherein no waters be, still they required a stronger stimulant than water. Potations required to be prompt and effective in action, to sustain them on their weary journey in quest of fortune and a home. To enable them, therefore, to obtain their libations with frequency and regularity, a hotel was established on every cross-road from Shakespeare to Nithburg. In those places were obtained copious draughts of a

vitalizing fluid that had not a single headache in a barrel of it. This infused new life and energy into the recipient, enabling him to proceed on his way rejoicing. At next corner a further augmentation of spirituous energy produced a corresponding elevation of soul. This again resulted in an inspiration which found vent in songs, which were rendered with such tremendous force and energy as sacrificed all indication of melody, if any such existed. So he plodded on with his oxen, a fine illustration of Burns' lines:

Kings might be blest, but Tam was glorious;  
O'er all the ills o' life victorious.

Notwithstanding the fact that scarcely a mile of railway has been constructed in this municipality, a great portion of it is convenient to railway facilities. The G. T. R., with stations at Shakespeare and Stratford, affords excellent advantages for shipment of goods. The Stratford & Huron railway has a station at Brunner, where farm produce from Topping and surrounding country can be shipped. To these points, therefore, it is no great hardship to move surplus produce over such roads as those in North Easthope.

The first settler in this township was David Bell, who located in 1832 on lot 20, concession 1. During that year another party of Scotchmen arrived from Perthshire. Amongst these were two brothers, John and Alex. Stewart; Mrs. McTavish (whose husband had died on the voyage, of cholera), and her three sons; Peter and Alex. Crerar; George Scott and Donald Robertson. Several of these settled south of the Huron road, afterwards removing to North Easthope. No one can ever know the awful experiences of these poor people in that long tedious journey from their native glens in Perthshire till they arrived in the wilderness of North Easthope. Mr. Peter Stewart, still living, was one of the party, who, at twelve years of age, came with his parents to Canada, and describes the scenes of this terrible voyage with all its horrors. Several hundred emigrants were huddled together on a small sailing ship, and for twelve weeks were tossed on the broad, stormy Atlantic Ocean. Asiatic cholera had become epidemic in Scot-



land, men and women dying in thousands. On arrival at Quebec their ship was quarantined, and the horror of their situation began. The scourge had preceded them. The whole ship's passengers were penned up like cattle without shelter, there to remain. The plague soon found out the poor emigrants, whose condition made them an easy prey to the unsatisfiable conqueror. So the death bell began to toll as one after another was laid away, victims of this dreadful fatality. A person named Paton advised that they be placed in an old vessel, taken into the river, there to be sunk, and so end all further trouble. In journeying from Quebec to Montreal their boat was frequently rowed ashore, where a few gaunt and terror-stricken men opened a grave in the sand, and, uncoffined and unknelled, laid in everlasting sleep some one from the far distant hills of Auld Scotland. When Toronto was reached the weary heart-broken people still plodded on, leaving behind them several new-made graves as silent memorials of that dread plague and its miseries experienced by the first pioneers of North Easthope.

In 1833 came another party from Perthshire, including John and James Crerar, Robert Fraser, John Kippan, Donald McNaughton, Donald, Duncan, and John Stewart; James and Duncan Fisher; John Hay, and John McTavish. Another man arrived about this period who afterwards became prominent, and was instrumental in giving the name "Perth" to this section of the Huron Tract. This was J. J. E. Linton. In June, 1833, Alexander Hamilton, from Roxburghshire, settled on lot 17, con. 3; John Kelly, on lot 16, con. 2; Robert Patterson also locating in this section at that period. In 1832 Mr. George Hyde, who came from Scotland with Mr. Bell, located on the 2nd concession, afterwards removing to Galt. A year subsequent to this he finally settled on the farm which was his home till his death.

From 1833 till 1841 settlement was slow, as it was throughout the west, the agitation which culminated in rebellion during 1837, by administrative incapacity, being no doubt largely responsible. This event proclaimed that democratic aggressiveness could not longer be restrained. The Act of 1841, therefore, indicated

that Government was now about to withdraw the nursing bottle from the municipalities. Under certain conditions they were now to shift for themselves. No sooner was this policy effected than progress became apparent, continuing ever since in a marvellous degree. Subsequent to 1840 a large influx of German settlers located in North Easthope, who, by their natural thrift and industry, have contributed much to develop its material resources. Excepting a small section adjoining Ellice, settlement was really completed about 1850.

Prior to 1842 there were no schools in Perth County, excepting one or two private houses where children were taught. Mr. J. J. E. Linton has precedence in this profession, having opened a private school about 1834, near Stratford. Another school was opened in North Easthope by a lady whose name I have been unable to obtain. In 1842 this township was divided into three school sections. The boundaries of these districts will, along with other information regarding schools, be found in a chapter on education. It must be noted that while the Act of 1841 gave a great impetus to municipal progress, the School Act of that year gave as great an impetus to education. For both the people were ready, and through both, not only this county, but Canada, has derived incalculable advantages.

In this township are no towns or villages of great importance. As the tendency of the greater is to absorb the less, Stratford, on its south-west corner, has concentrated in her superior advantages almost the entire trade of this wealthy municipality. Before the transportation problem was solved by constructing railways, a grist mill, and next the inevitable tavern, determined the location of a business centre. In these later days opening a railway institutes another order of circumstances, which sets at defiance the old mill site and tavern as a nucleus for a village or "corners." Shakespeare, now a place of some importance, lying partly in South Easthope, has attained its ascendancy from its being a railway station. This village was founded in 1832 by David Bell, who settled on lot 20, and was known for many years as "Bell's Corners." The name Shakespeare was first given to this place

by Alexander Mitchell, in 1852. During this year Mr. Mitchell was reeve of South Easthope, and, at a council meeting held in March, it was decided, on recommendation of the reeve, that "Bell's Corners" should be known from henceforth as Shakespeare. Although the early days of this place is involved in some obscurity, it is certain that its first building was a log house erected by Mr. Hugh Thompson, who was a shoemaker. In connection with his operation on the lapstone as a disciple of St. Crispin, he also raised a shrine to Bacchus, where weary or thirsty travellers could obtain rest and refreshment. A general store was opened in 1849 by George Worsley (who opened the first store in Stratford), which was followed by a blacksmith's shop, built by Alexander Jardine. This, again, was soon followed by a waggon shop. Meantime Mr. Alexander Mitchell had erected a hotel, in 1848, and was really first hotel keeper in Shakespeare. In 1851 another general store was erected by Mr. McIntosh, and the village continued to expand rapidly, particularly for a few years subsequent to constructing the G. T. Railway. Factories began to spring up, a grist mill was built by Messrs. McIntosh and Helmer, destroyed by fire in 1863. Although there are excellent mills at present in Shakespeare, the disaster to Messrs. McIntosh and Helmer gave a serious check to this prosperous community. At present there are two general stores, flax mill, grist mill, planing mill, saw mill, pump factory, telegraph and express offices, two hotels, and one medical doctor, Dr. Whiteman. There are also a number of good private residences, indicating thrift and good taste.

Its location on the Huron Road, and principal highway leading north, was most advantageous to its early progress. During the settlement of Mornington and a portion of Elma, "Bell's Corners" was the objective point where the pioneer was supposed to bid adieu for a time to civilization, and enter on his arduous task of hewing for himself a path into the wilderness. In 1848 a post office was opened, from which mails to Nithburg and Grant's Corners was despatched once in each week. This office was in charge of Alexander Mitchell, first postmaster, and was kept in his hotel. Prior to its opening, the settlers in the northern and

eastern sections obtained their mail from Haysville P. O., in Waterloo.

A good story is told that on one occasion an old pioneer in North Easthope, whom we will call "Sandy," was informed that a letter from the old country was awaiting him in Haysville. The cost of posting a letter at that period from Great Britain amounted to several shillings, and was frequently unpaid, as it so happened in this particular case. With an intense desire to hear from his old home among the hills in Perthshire, Sandy, at early dawn of the following day, began a journey of fifteen miles on foot to Haysville after the coveted epistle. Money he had none to discharge any demands that might be made as postage. He could split rails, however, or log a day or two to the postmaster in payment. On his arrival, and announcing his business, the lady in charge gave him his letter. It only required a few minutes for Sandy to read its contents, while the attendant was patiently awaiting payment of the charges, when he quietly returned the letter, adding, "he had nae siller, but when he selt his potash, of whilk he had twa barrels, he would debit the amount." Having imparted this information, he departed with all speed for the woods in North Easthope. About three months subsequent to this event, another letter from the old land was said to have arrived for Sandy. Remembering his former experience, after great efforts he succeeded in obtaining a few shillings for postage, as he felt sure that he could not establish a second right of possession without discharging all obligations. On presenting himself at the post office a couple of shillings was demanded by the postmaster, which Sandy promptly paid, and was placed in possession of his letter. The surprise of the canny Scot may be imagined, however, when he found it was the same epistle he had read three months previous, and this plan had been adopted by the postmaster to recover his postage. Sandy now became an unwilling possessor of his epistle, and the postmaster a willing possessor of his postage. As a sequel to the joke he was invited "to a bite" after his long walk, and having satisfied the inner man, and partaken of a dram, the pipe of peace was smoked



between the two, when Sandy wended his way back to the shanty on the banks of the Nith.

The prospect which presents itself to a traveller from the south in approaching Nithburg is beautiful and picturesque. The dense growth of young trees, which seem to cling rather than grow on the steep bank of the river as it winds along the bottom of the valley; the old mill by the stream, the few remaining cottages nestling amongst the green foliage of the spreading maple, form a delightful picture of rural beauty and repose.

At one period in the history of North Easthope Nithburg was a populous and progressive hamlet. It was settled by pioneers from the east, originally from Scotland. In January, 1840, came John Brown and family of five sons, having purchased a large section of land from the Canada Company. Subsequent to Mr. Brown, and within a very short period, also located Peter Stewart, Alexander Grant, William Amos, Robert Amos, William Kelso, John and Richard Manley, James Smith, and George Moffatt, with many others, all locating near the river. During 1843, John Brown, sr., erected a saw and flour mill on lots 18 and 19, con. 11, and which was known for many years as Brown's Mills. James Brown, present postmaster in Nithburg, who was manager, also conducted a general store at the mills, and the first in that section. In 1849 he established a weekly mail, although no post office was opened, and a lad named John Brownlee was engaged to act as postman, his remuneration being paid by private subscription among the settlers. Mr. James Brown discharged the duties of postmaster gratis. In 1850, a post office was opened, with James Brown as postmaster, which position he still retains. To Mr. Brown, therefore, belongs the distinguished honour of being the oldest officer in this county, having been postmaster for 52 years, in which honourable position we trust he may long be spared to remain.

In 1848 a survey of Nithburg was made by Frank Irvine, a P.L.S., who named the new town "Nithburg," the burg on the river Nith. At this point was an excellent water power, and this, with several other apparent advantages, drew a large population in

a short time, and lots sold rapidly. In less than two years it contained a tannery, distillery, hotel, brickyard, lime kiln, two shoemakers, three carpenters, two tailors, masons, and bricklayers. A general store was kept by Mr. Marcus White. In 1853 a saw mill was erected by James Brown, Baird & Co. During 1854 Mr. Brown removed to Nithburg from Brown's Mills, taking the post office with him, and opening a general store in connection, which he has conducted ever since. In 1857 he also erected a flour mill, and a carding and woollen mill, and the burg at that period attained the zenith of its glory. This mill is still operated, but, as the aged postmaster, whose life is so closely connected with the place, says, "Nithburg is now only a small village of less than 100 inhabitants, containing mills, a general store (kept by himself), with those other small industries found in a country village."

This story of decay in Nithburg is an old one of many villages in Canada that were once as prosperous as this hamlet in North Easthope. The gradual dismemberment of these places has not arisen from a want of energy or enterprise in the people, nor from a lack of fertility in the surrounding country, but from other causes, which they were powerless to control. Building railroads has, in many sections, changed the whole current of trade, and in none more so than this little village of Nithburg. To the G.T.R. she owes her present depression, now fallen so heavy that she is scarcely left the memory of her former greatness.

Amulree, three and three-quarters miles north of Shakespeare, is the centre of a very old settlement—about the first in this County—but, from its contiguity to the latter village, has not made great progress. At present there is a general store and post office, kept by Mr. A. M. Fisher, late township clerk; a hotel and blacksmith shop, with other small industries.

Still further north two and a-half miles is Hampstead, known in pioneer days as Grant's Corners. At this point there is a general store and post office, and on the rising ground eastward a very fine school building, which seems to add dignity and importance, not only to this village, but to the surrounding country.

As we stated elsewhere, the early settlers of North Easthope were largely of Scottish origin, and a prominent characteristic of that nationality soon manifested itself in a desire for religious ordinances in the old Presbyterian forms. A very few years only had passed when Rev. Mr. Rintoul, the first Presbyterian minister who ever visited North Easthope, made a missionary tour through a portion of the Huron Tract, preaching in several places, and dispensing ordinances amongst the people.

In connection with Presbyterianism in North Easthope, an excellent paper was prepared by Mr. A. M. Fisher, late township clerk, a copy of which was deposited in the corner stone of the new North Easthope church, laid on July 21st, 1892, to which I am greatly indebted. The history of Presbyterianism, therefore, in this township may be said to begin in 1835, when, during that year, and also in 1836, Rev. Donald McKenzie, of Zorra, paid several visits to the settlement, preaching and administering religious ordinances.

In the autumn of 1837, Rev. Daniel Allen, having been sent to Canada as a missionary from the Colonial Society of Glasgow, under the auspices of the Kirk of Scotland, visited Stratford. Shortly after his arrival a call was extended to him from the congregations of Woodstock and Stratford, which he accepted, and was ordained on the 21st day of November, 1838. These two charges being twenty-five miles apart, and the roads almost impassable, his labors were divided between them, two weeks at a time being devoted alternately to each. At this period, the settlers in North Easthope constituted a great portion of Stratford's congregation. In 1840, the constant strain in administering to two stations so far apart impaired his health, compelling him to relinquish one or other of his churches. On the 15th day of August of this year he was released from his connection with Woodstock, and became minister of Stratford and vicinity alone. As being convenient to those people in the eastern portion of North Easthope, service was held at schoolhouse No. 2, a log building on the corner where the present school building and St. Andrew's Church now stands. In 1843, steps were taken by the

people to erect a new church, and a site selected. Meantime the agitation which had been going on in Scotland for several years at last bore fruit in disruption, and the Auld Kirk, with all its hallowed associations, was rent in twain. An occurrence of such vast importance to the ecclesiastical discipline of a religious body, so democratic in character as the Presbyterian, was soon felt even in the wilds of North Easthope. Mr. Allen, therefore, bade farewell to the old sanctuary at St. Andrew's, and added one more to those protesting ministers who relinquished so much for conscience sake. This retarded church work for a period of two years, when the seceding members, whose numbers had been considerably augmented, made a second attempt to build a church, now North Easthope Presbyterian Church, and on this occasion were successful. Mr. Fisher says, "many difficulties were, however, experienced. The material had all to be deposited on the ground by the people; the brick hauled from New Hamburg in waggons and sleds by oxen. At this time it is doubtful if there was one span of horses in the whole congregation." These difficulties were finally overcome, and 1846 saw erected the first Presbyterian Church, at that spot where the present building stands, on lot 26, con. 5. During these years this congregation became a separate charge, with Mr. Allan as minister, and has been ever since known as North Easthope congregation. In the autumn of 1875 this excellent man, feeling the premonitions of advancing years drawing on him, resigned that charge, of which he had been founder, returning to his Master the stewardship he had held for a long period of 38 years.

In 1876, a call was extended to Rev. A. Stewart, of Mosa, who accepted it, and on January 10th, 1877, was inducted. In 1881 a union was formed with Tavistock, a sketch of which will be found in our remarks on South Easthope. In a few years another arrangement was made, and Mr. Stewart transferred from Tavistock to Hampstead. In 1892 a new building was erected by North Easthope congregation, at a cost of \$3,000, where services are now held. Rev. Robert F. Cameron is minister; on the communion roll are 81 members. There is also a Sabbath school,



with an average attendance of 25 pupils, superintended by Mr. A. B. Smith.

Hampstead Presbyterian church is an old congregation, although by no means as early as that of North Easthope. A log school-house was erected at "Grant's Corners," on lot 20, con. 11, which was utilized by several denominations as a place where service was held. About 1850, Rev. John Gundy preached to the Methodists; Rev. Walter Miller to the Baptists; and, several years prior to either, Rev. Mr. Allan to the Presbyterians. This latter body eventually erected a church. In 1855 a new church was constructed in Wellesley, under the pastorate of Rev. Robert D. McKay, who, for a number of years, was minister in Hampstead and Wellesley. This congregation has now 46 members.

On lot 15, con. 9, is St. Jacob's Evangelical Lutheran Church, "Canada Synod." This mission was organized in 1868, by Rev. Mr. Muenzinger. At this period about forty German families composed the congregation. On July 15th, 1869, the corner stone of the present church was laid, consecration in October following. This is an imposing building of brick, whose tall, graceful spire harmonizes with the exterior decorations. Its interior arrangements discover great taste, with comfortable accommodation for the congregation. The cost of this edifice was \$15,000. At present 50 families are in connection, numbering about 200 souls. Its present pastor is Rev. C. C. A. E. Holm, who also conducts a Sabbath school, which is largely attended by young people of his congregation.

Our sketch of North Easthope congregation till the period of disruption in 1843 is the history of old St. Andrew's Presbyterian church, a short distance north of Shakespeare. This is the pioneer Presbyterian congregation in Perth County east of Stratford. Its first elders and promoters were Robert Fraser, John Stewart, and George Hyde. Subsequent to 1843, when Rev. Mr. Allan withdrew from the "Auld Kirk," and established North Easthope congregation, Rev. David Bell was called to old St. Andrew's, service being still held in the schoolhouse. About 1850 a building was erected at a cost of \$1,500, which is still used as

a place of worship. As stated elsewhere, steps are now in progress to erect a new building in Shakespeare, which will accommodate both congregations in North and South Easthope, long since united, and now under the pastorate of Rev. Hugh Cowan. Present membership in both is 180. A Sabbath school is also in connection, having in Shakespeare 80 pupils, Joseph Freeman superintendent; and at St. Andrew's 60 pupils, George McCallum superintendent.

The Evangelical Association church, on lot 5, con. 6, is named "Oetzel's Church," in honor of Andrew Oetzel, who was its greatest promoter and an active worker in advancing its interests in early days. With him were associated Mr. Andrew Falk, sr., Geo. Neibergall, and Mr. John Hamel. Service was first held by Rev. Mr. Weber in the settlers' houses, until a school house was built. About 1850 a log church was erected, where worship was conducted till 1888. During that year the present edifice was constructed, at a cost of \$3,200. This congregation, from a small beginning of a few members, has now over 50, under the pastorate of Rev. Elias Eby. There is also a Sabbath school, with nearly 70 pupils, conducted by Mr. J. L. Eidt, superintendent.

The church of Lisbon Evangelical Association, on lot 11, con. 9, was organized about 1850, when services were held in the barns and houses of its members. The principal promoters of this Association were Louis Paff, George Hipell, Henry Doerr, John Riehl, Baltzar Schmidt, and Henry Falk. Rev. Mr. Halacher was first minister. A log church was built in 1860, where worship was held till 1895, when a neat brick building was constructed, at a cost of \$3,000. At its inception there were about 30 members, now increased to 70, with Rev. Elias Eby as pastor. There is also a Sabbath school, with about 50 pupils, under John Riehl as superintendent.

The Evangelical Association church on lot 11, con. 1, is an old congregation, extending back to 1844. The first church was of stone, and erected in 1852. Worship was held in this building till 1883, when, on its removal, a brick church was erected, at a cost of \$3,200. The principal promoters of this Association were William

Linglebach, Nicholas Sweitzer, George Kleinknecht, and Charles Strossel. Rev. Frederick Sharpley was first minister. A few members only at its inception have increased to over 70 at present. Rev. Mr. Burn is present minister. The Sabbath school in connection with this congregation is one of the oldest in the county, having been organized by Mr. Chas. Strossel in 1848. The present number of pupils is 80, with Mr. Samuel Reider as superintendent.

Early municipal records in North Easthope are very incomplete. For 1842, the initial point of all municipal history, there are no records. During that period of a district council in Goderich it is evident that North and South Easthope formed one district, and had no connection with Downie, Fullarton, and Blanshard, as stated by local historians elsewhere. Downie, whose records are most complete of any in this county, makes no mention of the Easthopes at a meeting held in January, 1842. Those three townships formed one district, and as such elected officers, and transacted such business as was usual at town meetings. It will be found in the records of Downie that while this trio of municipalities elected one representative, North and South Easthope elected Mr. Helmer as another.

In 1843 two town meetings were held—on January 2nd and 6th respectively. Why two consecutive meetings should have taken place to elect officers and pass by-laws, the records do not say. This meeting, therefore, of “the inhabitants being householders and freeholders of North Easthope, held at the school house, lot 21, con. 2, chose a fit and proper person to serve as district councillor, according to the Act 4 and 5 Vic., chap. 10.” The township clerk presided, having previously taken the oath before J. C. W. Daly, Esq. They proceeded to elect a councillor, when Mr. James Cairns was unanimously chosen.

Several resolutions were also submitted and passed—1st, “That this meeting, considering the contentions and dissatisfactions which occur on account of the continued shifting of our annual town meeting from place to place (as the magistrates think proper to direct), do hereby appoint the schoolhouse on lot 12,

con. 2, to be our town hall for holding our town meetings connected with, or by law required to be holden for regulating affairs of North Easthope." 2nd—"That the town clerk notify J. C. W. Daly and George Gowinlock, magistrates, that the said school-house is appointed townhall for this township."

Other officers elected at this meeting were Duncan Stewart, assessor; David Bell, collector; John McDermid, Jas. Rankin, and Christian Summers, wardens; minor officers were Emil Ballard, Thos. Langley, Punsho Windle, Wm. Miller, Archie Murray, Christian Nafziger, H. Hart, P. Anderson, Donald Robertson, D. Carroll, Wm. Amos, A. Crerar, Wm. Brown, D. Kippen, J. Fisher, Wm. Bradley, H. McDermid, Thos. Sergeant, Michael Phaelan, William Jackson, Hugh Bates, Timothy Wallace, John Whitman, and Peter McIntosh, pathmasters.

In 1844 no district councillor was elected, the writ not having been received from Mr. Dunlop, warden of the United Counties, in proper time. Town wardens were Peter McIntosh, John McDermid, and Henry Cook. In 1845 Mr. George Hyde was elected district councillor, being again re-elected in 1846, with Mr. James Rankin as colleague, the population having reached the number required by law to return a second representative. For town wardens, Mr. Joseph Whaley, Christian Summers, and James Cairns were elected. In 1848 Mr. Hyde and Mr. Rankin remained in office. In 1849 Mr. Hyde was succeeded by Alexander Hamilton, Mr. Rankin being re-elected. Town wardens for 1847, Joseph Whaley, Peter McIntosh, and Alexander Fisher. In 1848, John Cairns, David Bell, and Peter Crerar. For 1849, no record.

In 1850 were elected as first municipal council for North Easthope, T. M. Daly, reeve; Alex. Hamilton, James Rankin, Peter McIntosh, and James Patterson, councillors. Mr. James Wilson was appointed clerk, succeeding James Patterson, who had succeeded Alexander Grant a short time previous. John McDermid, Robert E. Patterson, and Duncan Stewart were appointed assessors. James Stewart was appointed collector; C. R. Dickson and Charles McTavish, auditors.



I regret to say that a portion of the records of this township previous to 1859 I have been unable to discover. During the first twenty years of settlement in a new municipality history is rapidly made, that being a period when the foundations of its future progress are laid. Those names, therefore, I have been able to give of the officers who managed affairs in this municipality have been procured from old auditors' reports and the archives of the county clerk in Stratford. It may be said, however, that expenditure on public works (although all has been accomplished that was necessary) is far short of the disbursements made in other townships lying north of the Huron Road. Those great deposits of road material have been utilized cheaply and effectively, and splendid roads are found in every section of this township. Its fine rolling land has rendered a large expenditure on drainage, except a portion in the west, unnecessary. The whole surface is available for agriculture, and a disbursement of \$4,000 under By-law No. 220, in 1886, for the central drain, with other small drains, near the boundary of Ellice, constitute the whole special funds expended for drainage purposes.

The town hall is a small brick building, two and a-half miles north of Shakespeare, and not at all creditable either to the taste or liberality of this wealthy municipality. Neither is it by any means flattering to its architectural design or interior arrangements when we say it is about equal to any in Perth County. It indicates a strange phase of human nature when we find that a rich and populous township, which has expended money lavishly on public improvements, building schoolhouses, erecting handsome churches and costly farm buildings, with all those amenities co-relative to our advanced civilization, should still retain wretched looking hen-coops for government buildings. Any little embellishment some of these places have received in painting, or otherwise, when they were constructed, has long since disappeared. They now stand, worn and forsaken looking, as a tenement erected in pioneer days for a party of shantymen, who have now deserted it as no longer habitable.

There is one distinctive characteristic of North Easthope electors

found nowhere else to so great an extent in Perth County. This is confidence in their public men, as indicated by their long retention in office. Mr. James Trow and Mr. John McMillan held the reeve and deputy-reeveship between them for nearly forty years. A collector, now over 80 years old, is still on his rounds; he has travelled for forty years. Mr. A. M. Fisher, late clerk, held that office for thirty years, now succeeded by his son. Mr. Alexander Fisher was treasurer for many long years, while several councillors and subordinate officers have long official records. That all this should have happened in a township where political feelings are of a pronounced democratic type may seem strange. If we consider the idiosyncracies of the Scotch, whose cast of thought predominates in North Easthope, this display of conservatism will be found to be more natural than at first it would appear to be. The democracy of a Scotchman may be summed up in three important principals. First, he wants to be let alone. Second, he wants to spend his money as he pleases. Third, which involves the other two, he wants the governing power to tax him exactly as he can afford to pay, he being sole and only judge of his financial condition and ability to contribute. Here his democracy ends and his conservatism begins. First, what he has he wants to keep. He clings to the old faith of his fathers, to the old psalms—to Martyrdom and Old Hundred as being the acme of sacred melody. His heart and sympathy are aroused when the minister on Sabbath day has passed in his prayer that old landmark of supplicating that the Jews be restored to their ancient heritage. He feels refreshed when he has reached fourthly in his elucidation of original sin. He is in ecstasies when the practical application is closed with terrific denunciations on modern innovations; particularly new hymns and an organ. He is honest in his convictions, loyal to his King and country; he never forgets the old heather hills far away; he is dogmatic in his faith, persevering in his conduct, true to his trust, a good citizen, fond of place and power, and sincere in his regard for sacred things. It is this solidity of character which has displayed itself in retention of public men.

This retaining of certain men in public office for a long term of years has a tendency to create an influence for them to which they may have no other claim for distinction. Thus, Logan, Fullarton, Downie, North Easthope, and one or two others acquired and retained an influence at the county council much more effective than such townships as Blanshard, which were constantly changing. By retaining an officer for a period of years he acquires an interest and understanding regarding the routine of his business, which is advantageous to the public service. I may be permitted to say here that the only case in this county I have found of a ratepayer appealing against his own assessment as being too low occurred in this township. This was an appeal of John McMillan against assessment on his income, which, at his request, was raised at the court of revision.

Although the population had diminished, the total assessment in 1902 had rather increased, being \$1,940,220. On this sum about \$13,000 is levied and collected annually, over one-third being set apart for schools. There are ten school sections, five of which are unions. There has been a great diminution of the liquor traffic, only two hotels being licensed.

In 1844, North Easthope contained 1,151 inhabitants (including a portion of Stratford), having 4,172 acres under cultivation. In 1850, the population had increased to 2,080, and 10,000 acres under cultivation. In 1859 was produced 53,000 bush. of wheat, 39,000 bush. oats, 10,000 bush. peas, 19,000 bush. potatoes, 12,000 bush. turnips, 19,000 lbs. maple sugar, 8,000 lbs. wool, and 8,000 lbs. butter. The population in 1862 was 3,129, Stratford meantime having withdrawn.

Previous to 1859, I have been unable to obtain any records of this municipality. The names of those reeves who sat prior to that period have been taken from records in the county clerk's office.

*Reeves.*—1851-2, Alexander Hamilton; 1853-4, A. Grant; 1855, Alex. Hamilton; 1856, A. Grant; 1857, Alex. Hamilton; 1858-60, A. Grant; 1861-81, Jas. Trow; 1882-91, John McMillan; 1892-6, John Hay; 1897-9, Andrew Falk; 1900-2, Julius Cook.

*Deputy-Reeves.*—1867-74, James Stewart, first deputy-reeve ; 1875-81, J. McMillan ; 1882-7, George Hyde ; 1888-91, John A. Fraser ; 1892-6, A. Falk ; 1897-8, J. A. Fraser. Office was now abolished.

*Councillors.*—1859-60, William Patterson, Alex. Hamilton, John Curtis, John Fisher ; 1861, Henry Carroll, J. Fisher, Duncan McCallum, Wm. Rennie ; 1862, W. Rennie, J. Curtis, J. Fisher, A. Grant ; 1863, J. Cairns, J. Stewart, Peter Crerar, H. Carroll ; 1864-5, W. Rennie, P. Crerar, Peter Stewart, J. Stewart ; 1866, W. Rennie, J. Stewart, P. Stewart, Peter McLennan ; 1867, A. Fisher, P. McLennan, P. Stewart ; 1868-71, A. Fisher, P. Stewart, W. Rennie ; 1872, J. McMillan, J. McGuigan, P. Stewart ; 1873, J. McMillan, John Cook, W. Rennie ; 1874, J. McMillan, Cornelius Quinlan, J. Cook ; 1875, P. Stewart, C. Quinlan, A. Falk ; 1876-81, A. Falk, Valentine Knechtel, P. Stewart ; 1882-8, J. Cook, A. Falk, P. Stewart ; 1889, J. Cook, A. Falk, J. Hay ; 1890-1, A. Falk, J. Hay, W. Rennie ; 1892, W. Rennie, Julius Cook, Peter McDonald ; 1893-6, P. McDonald, W. Crerar, Julius Cook ; 1897-8, Julius Cook, P. McDonald, Duncan Stewart ; 1899, Julius Cook, Alex. McDonald, Jas. Hastings, J. A. Fraser ; 1900-2, John C. Cook, Alex. McDonald, Jas. Hastings, J. A. Fraser.

*Clerks.*—1859-60, James Trow ; 1861-2, James Kee ; 1863-70, Joseph Whaley (resigned) and Alex. Fisher (appointed) ; 1871-1900, Alex. M. Fisher (resigned) and J. D. Fisher, son of A. M. Fisher (appointed) ; 1901-2, J. D. Fisher.

*Treasurers.*—1859-78, Alex. Fisher ; 1879-91, John W. Zinkann ; 1892-1903, Jas. McGillawee.

*Assessors.*—1859-60, John Dow ; 1861-5, John Fraser ; 1866-76, James Patterson ; 1877-9, Henry Baechler ; 1880, J. Patterson ; 1881-83, George Wettlaufer ; 1884-5, Joseph McMillan ; 1886-9, Duncan Forbes ; 1890-3, Stephen Capling ; 1894-8, J. McDonald ; 1899-1902, George Merrylees.

*Collectors.*—1856-62, Charles McTavish ; 1863-1902, William Patterson. Mr. Patterson's period of service has only be exceeded by one municipal officer in this county—Mr. Jas. Reid, treasurer of Mornington.



*Auditors.*—1859, Jas. Patterson, Samuel Rutherford; 1860, Jas. Patterson, John McDermid; 1861-2, George Brown, Jas. Hamilton; 1863-4, Jas. Hamilton, Jas. Patterson; 1865-70, J. Hamilton, Chas. McTavish; 1871-5, J. Hamilton, Jacob Kollman; 1876, Duncan Stewart, Thos. Mungovan; 1877-80, D. Stewart, Jas. Brown; 1881-6, Duncan Forbes, J. Brown; 1887-9, Alex. Horne, Jacob Schamber; 1890-2, J. Schamber, Jacob Kollman; 1893-7, John Ruppert, Joseph McMillan; 1898-1902, J. McMillan, Henry Herman.





LOGAN OFFICERS FOR 1902.

Standing, from Left:—Councillors P. Bohan, James Moffat, John Ritz, F. A. Wood.  
Seated, from Left:—John Rudolph, Reeve; F. Jacob, Clerk; T. M. Linton, Treasurer.

## CHAPTER XIX.

### LOGAN.

Logan was named in honour of Hart Logan, a director of the Canada Company, and first opened for settlement in 1830. In January of this year a survey of one concession was made; a further portion in 1832; the whole being completed in 1835. It contains 53,551 acres, all available for agriculture. Adjoining the Huron road its surface is undulating, becoming level as it extends northwards. In some sections, lying north-east and north-west, great swamps existed, whose density and dismal aspect seemed to defy every effort at improvement. In these swamps the river Thames has its source, and they were long thought to be irreclaimable. They have of late years, however, been cleared, drained, and largely brought under cultivation, affording a means of subsistence to progressive agriculturists, where a few years ago existence seemed impossible.

This township may be considered highly favoured in comparison with those further north in the county. It had an advantage in the Huron road being opened at an early date; the first railway also extended along the whole front of the municipality. Fifty years ago such means of transit were of more consequence than now. To-day good roads exist everywhere, rendering transportation of farm products not a great difficulty. In these early days swamps, crossways, streams without bridges, long dreary stretches of forest without human habitation, slow progress with the oxen and sled, rendered a short journey a great undertaking. If the product of his few stumpy acres was small, it involved a task in its removal perhaps as difficult as any the pioneer had to overcome.



By constructing the Logan road in 1857-8, great relief was afforded those settlers who had penetrated deep into the woods. From east, west, and north they directed their steps to this great road, until a stream of traffic passed over it every day as great in volume as that over any highway in this county. Good roads exist now in almost every section of Logan. Material for road construction is not plentiful throughout, although in many sections a good supply is available.

Agriculture has attained a high standard, all those methods being adopted which have led to enhanced profits and a diminution of labour in farm life. A system of mixed farming has been carried on in preference to specialism. In some sections dairying has been successfully carried on for many years; in other portions, and I believe those the greatest, different methods have been followed. Notwithstanding that dairying has been profitable in other municipalities, it is not amongst a number of our farmers a popular branch of farming industry. The exacting routine and close attention necessary to its successful prosecution is not pleasing to the average agriculturist. Skill is not wanting. The dairy cow is a complex animal, and any carelessness or neglect, even of a temporary character, or to a slight degree, is distinctly and unerringly marked by a diminution in her product. In soils, therefore, well adapted to mixed farming, a slight departure from any duty demanded by the work on hand is not followed so closely by a corresponding retribution as it assuredly is with the dairy cow. Where agriculture is skilfully carried on, profits from any system will be found about equal in a given period of time. This being so, those methods adopted in farm management will always be such as to realize a maximum of profit from a minimum of labour.

Logan has a mixed population of English, Irish, Scotch, and German. In certain sections, either one or other of these nationalities predominate. In the district surrounding Brodhagen all are German. At this point were located such families as Schultz, Pushelbury, Hildebricht, Kraukopf, Brodhagen, Rock, Jacob, and Eckmire. North and west of the Logan road are Scotch. Here we find Moffatt, Smith, Lawson, Campbell, Harvey, Mc-

Pherson, and Stewart. In the west centre are those of Irish extraction—Regan, DeCoursey, Hickey, Cleary, Connelly, Keyes, Hagarty, Lynch, Murphy, and Trainor. South, and nearer Mitchell, is a mixed population, without a great preponderance of any one nationality.

At what time the first settler came to Logan it would be difficult to say. Previous to 1841 little improvement had been made, and that in the neighbourhood of Mitchell. When a municipal council was established in McKillop in 1841, Logan was so inconsiderable that it was not represented. In 1842 it had become so important as to be attached to McKillop for municipal purposes.

A few settlers were scattered along the Huron road between 1830 and 1840, but were so isolated from each other that no government had been instituted till 1842. In 1844 Logan had 134 inhabitants, nearly all in Mitchell, and only 49 acres under cultivation. In 1850 its population had increased to 603, including Mitchell, with 900 acres under cultivation. In 1849 she produced 3,000 bush. wheat, 2,700 bush. oats, 4,900 bush. potatoes, 2,900 bush. turnips, 7,000 lbs. maple sugar, 2,000 lbs. butter. In 1861 her population was 2,257, exclusive of Mitchell.

In 1842 Tom Coveney had penetrated as far into the woods as the second concession, where, for some years, he was "Monarch of all he surveyed; his right there was none to dispute." Subsequent to 1845 settlement extended rapidly northward, the families of Tubb, Shean, Casey, Murphy, Prindeville, Honey, Leggatt, and McLagan carrying the banner of conquest into these unexplored sections. Natural surface conditions, which were interspersed with swamps, retarded pioneer operations. It was not till every section of dry land had been settled that the council entered into those schemes of drainage which have been productive of such beneficial results in transforming the unproductive portions into available farm land.

Postal facilities in Logan are quite equal to those of any other part of this county, although within its limits there are no commercial centres of importance. Brodhagen has a saw and planing mill, with general store and post office. This hamlet was

founded about 1861, by Charles Brodhagen, who erected a hotel, and opened Brodhagen post office in 1865, he being first postmaster. Mr. Brodhagen was a versatile character, specimens of which found their way into the backwoods in pioneer days. In his own proper person he combined the various callings of farmer, hotelkeeper, postmaster, merchant, tailor, bandmaster, music teacher, and gentleman. Notwithstanding his multifarious duties, he was equal to them all, discharging the demands of each in a manner creditable to himself.

On the Logan road, three and three-quarters miles east of Brodhagen, is Bornholm, the capital of Logan. This village has a good brick hotel, and was founded by Mr. Timothy Hagarty, now of Stratford. Here also is a chopping mill, saw mill, store, post office, and other branches of business usually found in a country village. Here is also the town hall, where council and other meetings are held. A stage passes and re-passes on its route between Atwood, in Elma, and Mitchell, affording its citizens and those adjacent a daily mail.

The village of Monkton, situate on the boundary line between Elma and Logan, five miles north of Bornholm, has been noticed in the historical sketch of Elma, where a description of its present trade and condition will be found. These, with Mitchell on the south boundary, of which a separate sketch will be found in this work, comprise the trade centres of Logan.

While the commercial demands of her people have not been productive in the establishing and building up of villages, every accommodation has been provided for their religious instruction. Churches have been erected in several places of costly material—elegant and tasteful in design. A short distance north of Mitchell is Willow Grove Methodist church, the present building having been erected in 1890, at a cost of \$7,000. This structure, which is of brick, is somewhat unique in design, and perhaps one of the best finished in its interior arrangements of any rural Methodist church edifice in this county. Prior to Methodist union in 1883, three churches were located in this vicinity, the pioneer sect being Bible Christians. In 1862 a mission of the Methodist

church was established by Rev. Mr. Howard, and services held in the school house. Subsequent to this union all were merged into the existing congregation, under the pastorate of Rev. David Moir. At present there are about 32 families in this communion, with Rev. J. H. Thompson as pastor. A Sabbath school is also conducted by Mr. William Squires, as superintendent. With him are associated eight assistants, who have in charge about 80 pupils. Congregational affairs are under a board of management, with Mr. Wm. McLagan as secretary. Old settlers in this section are Thomas Lake, Arthur Stewart, James Wood, Alex. Thompson, D. Barr, Wm. McLagan, and Thos. Leggatt.

Two miles and a-half west is the first Evangelical Lutheran congregation of Logan, "Missouri Synod." This mission was organized in November, 1858, by Rev. J. A. Hengerer, who came through the woods to this point from Ellice. Rev. H. Hoehn, who was in charge during 1859, was succeeded in 1860 by Rev. C. R. Gerndt. Services were held in the schoolhouse till 1865, when the present building was erected at a cost of \$1,200. In August, 1888, Rev. H. C. Landsky was inducted, and is now in charge. A great increase in members has taken place. At its inception only 66 formed the congregation now numbering over 300 souls. Young people's classes are also conducted by the pastor, at which there is an attendance of about 60 pupils. The promoters of this church were Fred. Pinnaka, Henry Eisler, Fred. Hildebricht, and George Timlon.

At Brodhagen is St. Peter's Evangelical Lutheran church, "Council of Canadian Synod." This congregation is a branch of the first Evangelical Lutheran church of Logan. To accommodate the residents of this section a building was erected in 1868, at a cost of about \$1,200. Under the pastorate of Rev. H. Weigand this congregation has made great progress, having a membership now of 600 souls. A Sabbath school is also conducted by the minister, with an attendance of 155 pupils. In conformity to a rule apparently applicable to German congregations, there is a neat, tidy appearance in the surroundings of their church buildings. Characteristic of German homes, comfortable



parsonages have been erected for their ministers, and spacious sheds for sheltering horses during service, all indicating care and attention of the lay managers of these congregations.

St. Bridgid's Roman Catholic church, the largest and most imposing church edifice in Logan, is situate on the gravel road, about six miles from Mitchell. This congregation was organized by Rev. Father O'Neil. About 1860 a Catholic mission was established at St. Bridgid's, or rather it was known only as St. Bridget's, where mass was celebrated under such conditions as the log shanty and rude accommodation of the settlers could afford. In 1865 a frame church was erected, where the people continued to worship until their wealth and numbers warranted them in constructing a more modern building, in keeping with their advanced conditions. In 1899, therefore, was erected this fine edifice, at a cost of \$10,000. The building is of red brick, and most creditable to the Catholics of Logan. A parsonage of the same material has also been built for the resident clergyman. This congregation, which numbers about 80 families, have certainly been liberal in contributing of their wealth to construct these costly buildings. The parish priest at present in charge is Rev. Father Ronan.

It is worthy of remark how little progress was made in Logan for many years subsequent to its being opened for settlement. In this it was on a par with every municipality in the Huron Tract. Opening the Huron road in 1830, appeared to serve no purpose other than creating a highway to Goderich. It is true a few people had settled in Stratford, Downie, and the Easthopes previous to 1835, but little improvement had been made. Not a single school had been established in this county previous to 1842, excepting a private one by Mr. J. J. E. Linton. Even during this year, when six districts were now defined, they embraced five townships in their limits. If immigrants came to Canada at that period in any great volume, they certainly did not reach the County of Perth. In no part of Ontario was a larger section of fertile land open for settlement, but which was allowed to remain untouched by pioneer hands. Perhaps a solution of this

problem is to be found in the system of government prevailing in Canada at that time. Any occupation is more suitable for a ruling power than acting as a dry nurse. This system had apparently obtained in Great Britain from time immemorial until that great awakening in Corn Law repeal. Paternal government lost the United States to Britain. It nearly lost Canada in 1837. It is intolerable to the genius of America, and, wherever attempted, has been followed by signal failure. Prior to 1841, Canadians suffered by the sucking bottle system, and it was not till those principles advocated by Mr. McKenzie were put in operation that political action was directed to more liberal and democratic measures. Whether this may have caused our present progressiveness or not, it is certain that subsequent to introducing municipal legislation, in 1841, our development has been such as never was previously experienced in this country. Another fact remains to be stated, that to reach a man's highest manhood you must place him in a position of responsibility. Without the franchise he is a machine; with it he is a living factor in human progress. The Municipal Act placed on men the responsibility of self-government, making an appeal to their manhood which has culminated in such an advance in fifty years that we view it with wonder and amazement.

On the 3rd day of January, 1842, the first town meeting was held, at the house of William Lee, in which Logan took part, having been joined to Hibbert and McKillop for municipal purposes during the previous year. At this meeting a contest for councillor, between Messrs. John Hicks and Archibald Dickson, took place. A poll having been demanded, and taken forthwith, the chairman declared Mr. Dickson to have a majority of votes.

No alteration was made in their arrangements, and these townships remained as one electoral district until 1844. During that year a separation took place, and the first meeting was held for Logan in 1845. At this meeting Mr. John Hicks was elected district councillor, and Mr. Peter Shean township clerk. In 1846 a meeting was held at Mitchell, in the house of Mr. John Hicks, and "by virtue of a warrant under the hands of Thomas Mercer

Jones and J. C. W. Daly, two of Her Majesty's justices of the peace, for the purpose of electing officers for the current year," Mr. John Hicks took the chair. Mr. Peter Shean was again elected clerk. Mr. Thomas Freeman was chosen assessor, and Mr. Edward Prindeville collector. The town wardens: Samuel Grimes, Thomas Hill, and William Boles. Eight pathmasters were elected: Thomas Hill, William Atkins, John Hicks, John Robb, James Shean, William Shean, Edward Lynch, and Patrick Collins. The first poundkeepers were John Pierce, William Gilltrap, and John McWhinney. Fenceviewers: Arthur Murphy, Thomas Hill, Henry Camden, and Francis Siver. On the fifth day of January, 1847, the town meeting was held at the house of John Hicks, when Peter Shean was chosen clerk; John Hicks, Esq., councillor; Thomas Freeman, assessor; Arthur Murphy, collector, and Samuel Grimes, William Atkins, and John Hugo, wardens. In the elections for pathmaster at this meeting appears for the first time the name of one of Perth's grand old pioneers, Mr. Tom Coveney, who began a municipal career extending over 50 years. During this period Mr. Coveney filled every office in municipal government, from that position to which he was now appointed, to the highest—as warden of the county. At this meeting was submitted the first statement of accounts for Logan, as follows:

	£	s.	d.
Balance on hand from 1846 .. .. .	13	15	3½
To cash from treasurer, 1847 .. .. .	10	3	0
	<hr/>	<hr/>	<hr/>
	23	18	3½
Per contra. £ s.			
Paid William Shean, by order of John Hicks, 13 2			
" George Byers, by order of John Hicks, 7 13—20 15 0			
	<hr/>	<hr/>	<hr/>
Balance on hand .. .. .	3	3	3½
Audited and found correct, by T. B. Woodruff, auditor.			

On the 3rd day of January, 1848, the freeholders and householders met at the house of John Hicks, Mitchell, Mr. Peter

Shean in the chair. Mr. Shean was again elected clerk; Mr. Thomas Freeman, assessor, and Mr. Arthur Murphy, collector.

At Mitchell, on the first day of January, 1849, was held in the school house the annual meeting of freeholders and householders of Logan, Mr. John Hicks in the chair. Peter Shean was again chosen clerk; Thos. Freeman, assessor, and A. Murphy, collector. Town wardens were John Humbertson, Thomas Hill, and Henry Camden. This meeting closed the system of municipal government introduced by the Act of 1841, and 1850 brought in a new and more comprehensive method, productive of much good to the people of Canada, and which, with a few unimportant amendments, still remains.

The first meeting of the municipal council of the united townships of Logan, Wallace, and Elma, which, at that period and until 1857 were under one municipal government, was held at the school house in Mitchell. On this occasion there were present Mr. John Hicks, who was chosen reeve, and Messrs. Robert Christie, Patrick Collins, Edward Prindeville, and William Bull, councillors. With a due regard to those responsibilities they had assumed, the council, fearful no doubt of committing themselves to a course of action not clearly legal, passed a motion, "That if any of our transactions at this meeting be out of order, that we may revise them at our next meeting of the council." Carried unanimously. At a meeting in February, Peter Shean was appointed clerk; Robert Byers, assessor; Thomas Freeman, collector; auditors, Tom Coveney and Thomas Matheson. At a later period Mr. Edward Greensides was appointed treasurer. It was decided also that a seal should be procured, "about the size of a British shilling, bearing the arms of Logan, emblazoned with a yew tree and a rose." A resolution was also passed inflicting a penalty of not less than ten shillings on any councillor who may absent himself from the board without good and sufficient reason. In March Mr. Shean was succeeded in the office of clerk by Mr. Robert Cana; and Mr. Byers, the assessor, by Mr. Henry Camden. The council, having appointed officers, proceeded to fix their salaries:—Clerk, £6, 10s. (with a saving clause that his services



should be reconsidered at the close of the year); assessor, £4 on every £100 of assessed value; treasurer, £2, 10s. per annum; auditors, 5s. each per day; surveyor, 10s. per day; collector, 4%; superintendent of education, £1 for each school; councillors, each, 5s. per day. Rev. Charles Fletcher, superintendent for the United Counties, was retained in that position. On June 25th, 1851, was passed a by-law levying £32, 10s. on all taxable property in Mitchell school section, to pay teacher's salary and liquidate a debt on their school house.

In 1854 Logan made provision for a public library, £20 being granted for that purpose, with the clerk as librarian. He was to attend every alternate Saturday from 10 o'clock a.m. till 7 in the evening, in the discharge of his official duties. This institution was not successful. To render its benefits convenient to all it was ultimately placed in four divisions. Mrs. Biles was appointed librarian in the first division, Mrs. Coveney in No. 2, Mrs. Hornibrook in No. 3, and Mrs. Cana in No. 4. Compensation granted to these officials for performance of their duties was £1., 5s. per annum.

It has been a custom in too many instances for ignorant and ill-bred people to sneer at the educational acquirements of our old pioneers. If, in Logan, seven out of fifteen officers signed their names with the orthodox "his + mark", they were neither better nor worse than many old settlers in this country. Want of education was their misfortune. That it did not impose insuperable difficulties in the work they had to do is evident from what they accomplished. That they felt its want is evinced by their conduct in providing libraries for those who could read. If their neighbours became more intelligent by these means they would gain by their acquirements. Their desire for education was further exemplified in building schools for training their children, and in that noble pride with which they marked the success of some one who had laid the foundation of his education in the old log school at his nearest corner.

From 1844 to 1856 no important acts were passed. Council confined their duties to appointing officers, making culverts,

regulating statute labour, and making such improvements on highways as were necessary under the conditions obtaining in a new country. Meantime Mitchell had become a town of importance, and the shipping point, not only for Logan, but also of Elma and Wallace. It was not for many years subsequent to 1856 that railway conveniences were extended to those back townships by constructing the southern extension of the W., G. & B. Railway to Atwood. Products from that back country, therefore, passed down the centre road of Logan, creating an immense traffic. Small grants of county funds were made from time to time, and appropriated to the repair and maintenance of this road, but these were so inconsiderable in proportion to the work required to be done that very little perceptible improvement was made. In May, 1856, the council took into consideration the question of passing a by-law to borrow £11,000 for improvement and construction of a gravel road extending from Mitchell northward through Logan and Elma, and for improvements of highways in those townships generally. According to the preamble of this by-law, Logan, Elma, and Wallace had a total assessment in 1855 of £105,267, or \$421,068, about one-fifth the assessed value of each at the present day. Although Wallace is included in this by-law, it does not appear that any appropriation was made in her interest. Hitherto this township had contributed very little to the finances of the united municipalities, and the assessors in 1854 were instructed not to assess unsurveyed lands in that township. If this by-law was not retroactive, it was strongly prospective, and must have been based on unbounded confidence in the future prosperity of those sections affected by its provisions. That a loan was raised on a total value of £105,267, which, at the end of twenty years (the time specified in the by-law) would require £24,200 (or \$100,000) to discharge the obligations it entailed on the people, indicated a confidence and a determination that they would succeed, which is truly surprising. It was passed, however, and on August 30th, 1856, Logan became responsible for her first debt. To give effect to this act the council proceeded in its first great work, constructing the Logan Gravel Road, which was

nearly completed in 1857. Building this road was a great boon, not only to Logan, but to Elma also, in supplying a highway, over which people were enabled to move produce to market at all seasons of the year. The lowest tender for this contract was that of Mr. A. A. Clothier (who became associated with T. M. Daly), amounting to £8,930, to whom it was awarded. When the road was finally completed a further claim for extras was submitted by the contractors, amounting to about £500, which was allowed by the board.

In December, also of this year, a petition was presented by Mitchell people praying that a census be taken with a view to incorporation. Subsequent to this incorporation, which was made in 1857, various complications arose between the two municipalities regarding existing liabilities and the gravel roads to be assumed by each. Logan submitted a demand for £2,500 as an equitable adjustment. To this claim Messrs. Matheson and Hicks, who acted for Mitchell, demurred. They asked that, preparatory to settlement, a full statement of claims be laid before them. Logan in turn objected, and asked for arbitration. Mitchell's representatives pointed out that in their opinion £97, 16s., 9d. would be a fair and equitable adjustment, which they were prepared to pay. Negotiations were now broken off, Logan refusing further discussion on a question where both parties were decidedly apart in their views. An amicable settlement was ultimately reached by Logan assuming the liability for completing the Logan road. This amounted to £1,625. It was further decided that this agreement should be ratified by both parties, Mitchell paying the township £125 as her share of debt on that portion within the town limits.

In November another by-law was passed authorizing a further issue of debentures for £1,250 to complete the road; last loan for gravel road improvement. In January, 1858, two toll gates were erected, No. 1 near Mitchell, and No. 2 a short distance north of Hagarty's hotel, at Bornholm. Tolls were collected for several years at those gates, until action was taken by the county council for their removal. In 1868 Mr. D. D. Hay presented a

report recommending the county to assume all gravel roads, and remove the gates. These recommendations were accepted by the county, and the gates removed. The county council afterwards divested itself of these roads by placing them under the control of the municipalities, where they have remained ever since.

We may be permitted to say, before taking leave of this subject, that placing toll gates on public roads was unpopular from their inception. A direct impost of this kind was not in harmony with the feelings of democratic Canadians. The experience of this township with toll gates was of a piece with all other sections of this county. A tax demanded every five miles, for travelling a road made by their own money, was contributed grudgingly by the people. This tax never exceeded \$2,000 per annum, which might have been taken from the general fund. The gates were sold by auction each year to the highest bidder. Competition induced from strangers higher prices than could be afforded with any margin of profit for their labour as collectors. The lessee frequently could not discharge his obligations, and the council had recourse to his sureties, always an unpleasant measure, often leading to hardship.

To obviate these difficulties and release themselves from further responsibility in this matter, another and more doubtful course was adopted. This was leasing the road or farming its franchises. This highway was, therefore, leased to Mr. S. Hornibrook for \$1,001 per annum, who was to keep it in repair, and collect those rates imposed or authorized by the council. This plan opened every avenue for discontent and litigation. However satisfactory the roadway may have been while it remained under municipal control, it became in wretched condition in a surprisingly short period after it passed into the hands of Mr. Hornibrook, so it was alleged. At the termination of one year complaints were loud and deep, and extreme measures were threatened unless it was placed in good repair. The lessee pointed out that there was no cause for complaint, the highway being in much better condition than when it came under his management. A law suit would undoubtedly have resulted had not the county council solved the problem. This body proposed to buy the road, offering therefor



\$10,000. The council could not see their way clear to disposing of a piece of property that would actually cost no less than \$100,000 before the debt was liquidated, and of which sum at least \$50,000 was still due. Wise counsels, however, prevailed, and it was sold. This agreement made with the county afforded an excellent opportunity for Mr. Hornibrook to retaliate on the council. His lease had not expired, and he was, therefore, entitled to some consideration for cancellation of his contract. He asked \$450. The council considered this such an exorbitant demand that they would not even consent to negotiate. A settlement had to be made, and the matter was referred to arbitration (Mr. D. D. Hay being one of the court), and subsequently disposed of in a manner satisfactory to all parties. This did not end the gravel road question in Logan. When the county council assumed the toll roads, it was no doubt intended to restore them to the municipalities in which they were located. This method placed them under the immediate jurisdiction of local councils, who could apply statute labour in keeping them in repair. A deed of this Logan road was, therefore, sent to the council. Such had been their experience with gravel roads that if a bombshell had been laid on the table it could not have created greater consternation than this innocent looking document. With trepidation and fear the council passed a motion that their legal right, as expressed in this document, should be returned from whence it came. Having disposed of this important affair, they gradually resumed a demeanor of grand and dignified repose. This action of the county council removed gravel road questions from municipalities, and the wisdom which brought about these results is appreciated by every ratepayer in this county to-day.

1859 was a dark and gloomy one for Logan, as it was for all sections of this county. A failure of crops in the season previous brought great hardships to many a struggling and deserving family. A circumstance of this kind now does not seriously injure a progressive farmer. Forty years ago it was very different. When the balance constantly wavered between success and irretrievable disaster, the beam was easily turned in that direction

which rendered vain all effort to restore it to its wonted level. In this township 170 applications (or one in every three of its settlers) was sent in for relief from the fund opened by the county council. Who can tell the misery and patient suffering in those lonely shanties, even at that late day, amongst our old pioneers? Ah! Yes; who can tell? God only knows.

Conditions in Logan at this period were such as might have caused uneasiness in her public men. She had incurred heavy liabilities in constructing gravel roads, which would require years to liquidate. A failure of crops in 1858 had placed one-third of her farmers as recipients of relief. Those great swamps where rivers have their source, comprising one-fifth of her area, were still unproductive, except in malarial diseases. Notwithstanding these difficulties she still retained confidence in ultimate success. To this feeling we must attribute that aggressiveness which has brought about such great results as are now found in this township. It required some years to place her pioneers in such conditions as warranted any further outlay, and excepting a new town hall, erected in 1869, none were incurred.

In 1880 it was determined to inaugurate a system of drainage, which has been productive of great and lasting good. By adopting this policy thousands of acres have been rendered productive which were once considered as beyond reclamation. If large sums have been spent for this purpose, no better investment could have been made. A largely increased assessment roll is proof of this result. A loan of \$12,482 was, therefore, obtained as a test of this new scheme. A first effort was singularly effective. Further sums were obtained, until a total of \$30,000 has been invested, effecting a marvellous improvement. It is not a matter of historical value where and how this amount has been expended. It is enough to know that every acre in Logan is now, or soon will be, available for agricultural purposes.

By referring to the auditors' report of 1901, liabilities for drainage amount to \$3,120, with an expenditure during that year of \$2,660. The total receipts set forth by this audit amount to \$28,810, a very large sum, indeed; of which \$17,284 was raised

by taxation. There is still a portion of unimproved land, which is assessed at \$16,650. As in all rural municipalities, population in this township has decreased, being at present 2,807.

School buildings being of recent construction, are equal to any in Perth County. As in other townships, Logan council has had a constant source of annoyance in forming, altering and extending school sections. Present arrangements are a division into ten districts, with several unions and one separate school.

While the people have not been characterized by strong temperance proclivities, this township never had more than four hotels, —at present only two. In every section now are evidences of wealth and comfort, and her people seem refined, contented, and happy, with a high standard of morality, and a laudable reverence for the sacred principles of Christianity so distinctive everywhere in Perth County.

We submit a list of public men and their periods of service from 1850 to the present:—

*Reeves.*—1850, John Hicks; 1851, Wm. Rath; 1852, John C. Smith; 1853-5, Robert Christie; 1856-7, Thos. Matheson; 1858, Robert Jones; 1859-61, Alexander Campbell; 1862-79, R. Jones; 1880, Tom Coveney; 1881-91, R. Jones; 1892-5, T. Coveney; 1896, John Benneweis; 1897-1901, Wm. McKenzie; 1902, John Rudolph.

*Deputy-Reeves.*—1863, Henry Metcalf (first deputy); 1864-5, Jas. Murray; 1866-9, Robert Keyes; 1870-4, Wm. Etty; 1875-6, Wm. Thompson; 1877-8, R. Keyes; 1879, Philip Siebert; 1880, George Rock; 1881-2, Alex. Stewart; 1883, John Linton; 1884, Francis Jacobs; 1885, Jas. Woods; 1886, George Adams; 1887, Stephen F. Hickey; 1888-9, Tom Coveney; 1890, R. Keyes; 1891-2, Gustave Eisler; 1893, John Francis; 1894, John Ritz; 1895-6, Thos. Reidy; 1897-8, J. Francis.

*Councillors.*—1850, Edward Prindeville, Wm. Bull; Robert Christie, Patrick Collins; 1851, Jas. Carpenter, Thos. Alcock, Richard Hill, P. Collins; 1852, Oliver McArthur, R. Hill, E. Prindeville, Jas. Carpenter; 1853-4, T. Collins, Thos. Matheson, J. Hicks, W. Smith; 1855, J. Hicks, Thos. Matheson, P. Collins,

Jas. Campbell ; 1856, J. Hicks, R. Christie, John Henry, P. Collins ; 1857, P. Collins, Peter Shean, R. Christie, J. Henry ; 1858, Alex. Campbell, P. Collins, J. Henry, Zachariah Elligson ; 1859, P. Collins, John Wade, Alex. Purser, Wm. Robb ; 1860-1, Robert Jones, P. Collins, A. Purser, Wm. Robb ; 1862, Alex. Purser, H. Metcalf, Samuel Hornibrook, David Oughton ; 1863, A. Purser, S. Hornibrook, Wm. Robb ; 1864, S. Hornibrook, Henry Kenoke, Christian Saakell ; 1865, C. Saakell, R. Keyes, H. Metcalf ; 1866, Wm. Robb, J. Wade, G. Rock ; 1867, G. Rock, Jas. Edwards, P. Shean ; 1868-9, G. Rock, Alex. Stewart, Wm. Etty ; 1870, A. Stewart, Wm. Thompson, G. Rock ; 1871, G. Rock, A. Stewart, P. Shean ; 1872, G. Rock, Wm. Thompson, Wm. Robb ; 1873, Wm. Robb, Wm. Thompson, Alex. Stewart ; 1874, Alex. Stewart, G. Rock, Arthur Stewart ; 1875, Wm. McLagan, G. Rock, John Hagarty ; 1876, G. Rock, J. Hagarty, Philip Siebert ; 1877, Alex. Stewart, Wm. McLagan, Philip Siebert ; 1878, Wm. McLagan, G. Rock, J. Francis ; 1879, Wm. McLagan, G. Rock, Alex. Stewart ; 1880, P. Siebert, Adam Cook, R. Keyes ; 1881, R. Keyes, J. Linton, Wm. Smith ; 1882, R. Keyes, J. Linton, Wm. Bryne ; 1883, R. Keyes, Wm. Bryne, J. Francis ; 1884, Jas. Wood, George Adam, Stephen Nicholson ; 1885, Francis Jacob, S. Nicholson, G. Adam ; 1886, Jas. Woods, Stephen F. Hickey, Chas. Querrengesser ; 1887, Chas. Querrengesser, G. Adam, Henry Tubbs ; 1888, G. Adam, R. Keyes, Wm. Bauer ; 1889, R. Keyes, Wm. Bauer, Gustave Eisler ; 1890, Jas. Wood, G. Eisler, Wm. Bauer ; 1891, Wm. Smith, Wm. Bauer, Thos. Reidy ; 1892, Wm. S. Smith, Thos. Reidy, J. Francis ; 1893, Thos. Reidy, John Ritz, Louis Becker ; 1894, Thos. Reidy, L. Becker, Wm. Harvey ; 1895, Wm. McKenzie, J. Ritz, Wm. S. Smith ; 1896, Wm. McKenzie, J. Ritz, J. Francis ; 1897, R. A. McLagan, Wm. S. Smith, John Rudolph ; 1898, Wm. S. Smith, J. Rudolph, Patrick Bohan ; 1899, J. Francis, J. Rudolph, P. Bohan, Wm. S. Smith ; 1900-1, J. Rudolph, Wm. Thompson, Jas. Moffatt, P. Bohan ; 1902, Jas. Moffatt, P. Bohan, J. Ritz, T. A. Wood.

*Clerks.*—1850, Robert Cana, 1851-2, William Bell ; 1853-8, R.



R. Cana; 1859-66, Wm. Smith; 1867-76, Tom Coveney; 1877-89, Wm. Featherstone; 1890-1902, Francis Jacob.

*Treasurers.*—1850-6, E. Greensides (resigned), E. J. Woods; 1857, Thos. Matheson; 1858, Robert Christie; 1859, Thos. Hill, sr.; 1860, Wm. Smith; 1861-2, Thos. M. Murray; 1863-76, Thos. Leggatt; 1877-96, Thos. Pascoe; 1897-9, William Squire; 1900-2, T. M. Linton.

*Assessors.*—1850, Henry Camden, Wm. Carter; 1851, Thos. Kiterson; 1852, Patrick Collins; 1853, Joseph Kiterson; 1854, Jas. Campbell; 1855, Wm. Smith; 1856, Jas. Campbell; 1857-8, John Hornibrook; 1859, John Aikins; 1860-2, Thos. Leggatt; 1863-4, John Purser; 1865, Thos. Elliott; 1866, Tom Coveney; 1867, Wm. Thompson; 1868-9, John Dwyre, Henry Mordie; 1870-2, Jeremiah Regan; 1873, John Dwyre; 1874, J. Regan; 1875, Thos. Elliott; 1876, Alex. Stewart; 1877, J. Regan; 1878, Wm. Pendergrast; 1879, Wm. Thompson; 1880, Wm. C. Smith; 1881-3, J. Regan; 1884, Wm. McLagan; 1885, J. Regan; 1886, J. Dwyre, 1887-8, J. Regan; 1889-90, J. Dwyre; 1891, R. J. Barr; 1892-6, J. Dwyre; 1897, R. J. Barr; 1898-1902, S. J. Swinburne.

*Collectors.*—1850, Thos. Freeman; 1851-5, Peter Shean; 1856, Jas. Kiterson; 1857, Edward Prindeville; 1858, John Henry, sr.; 1859-61, John Kenney; 1862-3, John Hornibrook; 1864-71, Arthur Stewart; 1872, Michael Collins; 1873, Jeremiah Regan; 1874, Thos. Elliott; 1875-6, John Wade; 1877, Stephen Hickey; 1878, Francis Jacob; 1879, S. Hickey; 1880, F. Jacob; 1881-5, Arthur Stewart; 1886-96, Wm. Bushfield; 1897-1902, Thos. Reidy.

*Auditors.*—1850-1, Tom Coveney, Thos. Matheson; 1852, Thos. Matheson, Wm. Matheson; 1853, Alex. Christie, Adam Mulholland; 1854, Tom Coveney, John Cumberland; 1855-6, Tom Coveney, John C. Smith; 1857, Alex. Campbell, J. C. Smith; 1858, Wm. Robb, J. C. Smith; 1859, Tom Coveney, Jas. Prindeville; 1860, R. Christie, John Quinsey; 1861, R. Christie, R. J. Smith; 1862, Tom Coveney, J. Quinsey; 1863, Jas. Wilson, Wm. Stewart; 1864, Jas. Wilson, Wm. Prindeville; 1865, Tom Coveney, Wm. Robb; 1866, Jas. Wilson, J. Quinsey; 1867, Jas. Wilson, J.

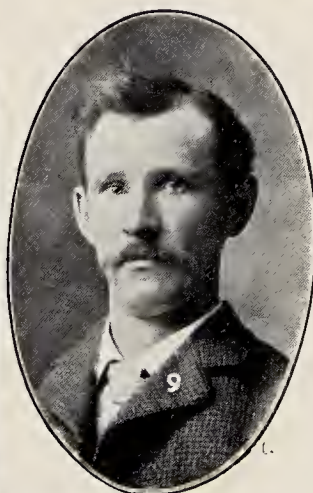
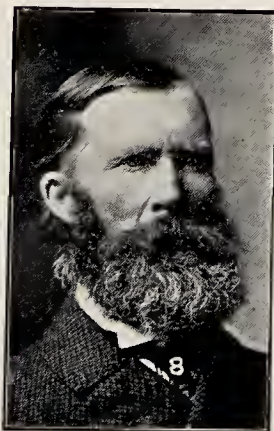
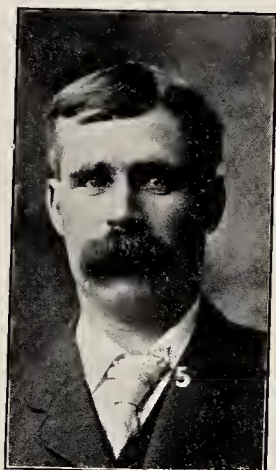
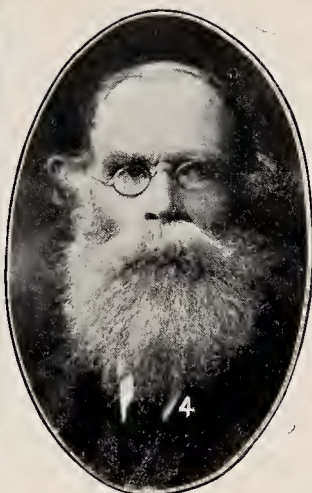
Aikens; 1868, J. Quinsey, J. Kenney; 1869, J. Smith, J. Quinsey; 1870-1, J. C. Smith, Jas. Prindeville; 1872, Jas. Wilson, J. Wade; 1873, J. Wade, J. Waugh; 1874, Francis Jacob, Richard Sarvis; 1875, F. Jacob, Jas. Prindeville; 1876, J. Waugh, Richard Sarvis; 1877, F. Jacob, Thos. Pascoe; 1878, J. Aikens, Peter Shean; 1879, Louis Pushelbury, W. S. Smith; 1880, L. Pushelbury, J. Prindeville; 1881-3, L. Pushelbury, Peter Campbell; 1884, J. Waugh, L. Pushelbury; 1885-7, L. Pushelbury, T. Campbell; 1888-9, T. Campbell, W. S. Smith; 1890-2, L. Pushelbury, T. Campbell; 1893-4, John Rudolph, J. Aikens; 1895-6, J. Rudolph, Chas. C. Rock; 1897, J. Aikens, Wm. Rock; 1898, Marvin Leake, T. W. Pushelbury; 1899, M. Leake, C. C. Rock; 1900, T. W. Pushelbury, M. Leake; 1901, T. W. Pushelbury, M. Leake; 1902, C. C. Rock, Marvin Leake.

## CHAPTER XX.

### ELMA.

Elma, the largest township in Perth County, was named in honour of Lady Elma, a daughter of Lord Elgin, who was at one period Lieutenant-Governor of Upper and Lower Canada. It was surveyed in 1848 by Mr. James W. Bridgland, but not approved by the Government till 1853, when, on a report made by Mr. John Grant, P.L.S., it was entered for sale in 1854. All that portion comprising from the first to the tenth concessions was set apart as school lands. This section amounted to about 40,000 acres. The balance of the township was held simply as Crown land.

Elma is now considered one of the best townships in this county, although for many years its aspect to an ordinary settler was not encouraging. Nearly everywhere it is an unbroken level. A large portion is not even undulating. In no portion does its surface rise to such a height as, by the most reckless application of terms could be denominated a hill. Somewhat less than fifty years ago it was considered an irreclaimable swamp. Here, as in other sections of our county, pioneer hands have triumphed over nature, removing all obstacles to success. Splendid farm buildings, fences, good roads, and good schools, are trophies of their untiring perseverance and skill. A system of drainage has been inaugurated which has transformed Elma, rendering every acre available for agriculture. It is an established fact, well known to Canadian farmers, that swamp land, when such vegetable matter as has accumulated on its surface has been removed by fire or otherwise and properly drained, affords a soil inexhaustible in



# ELMA OFFICERS FOR 1902.

1. James Donaldson, Reeve. 2. Wm. Coates, Councillor. 3. Wm. Wherry, Councillor. 4. James Duncan, Collector. 5. Samuel Corry, Councillor. 6. S. Boyle, Councillor. 7. John Hamilton, Assessor. 8. Thomas Fullarton, Clerk. 9. A. Sweeton, Treasurer.





fertility. Of this character is a large portion of Elma. Lands in the townships south of the Huron road produce in proportion to their manurial support, while lands in this municipality will retain their fertility for an indefinite period without those stimulants necessary on heavy clays.

Evidences are yet noticeable of early settlement on many highways, in the remains of old crossways. These corduroy roads had been constructed by the laborious efforts of old settlers as a means of traversing the swamps which abounded everywhere. As sometimes happens in level lands, road material is fairly plentiful. This has led to rapid improvement in roadways, which are not inferior to the average highway in Perth County. The system of agriculture pursued by the people of Elma was one admirably adapted to their condition and the nature of their land. In 1868 Mr. D. D. Hay established a private cheese factory, with thirty cows. At this period, also, Hon. Thomas Ballantyne had introduced co-operative dairying into this county, at Black Creek, near Stratford. In 1868 Mr. A. J. Collins, now of Listowel, who was owner of lot 15, concession 6, called a meeting preparatory to establishing a factory. In the ensuing year Mr. Robert Cleland and Mr. Robert Turnbull opened other factories. The success attending their efforts inspired others. Co-operative factories were soon opened at Monkton, Elma, Elma Bank, and Newry. In a short time this township was contributing to ten or eleven factories.

Immense quantities of cheese were being now turned out, and over 600 tons per annum were annually exported, realizing very large sums for the patrons who supported them.

In 1901 the product of nine factories in this township amounted to about 900 tons. The market value of these goods at an average price of 9 cents per lb. would realize to the people of Elma over \$160,000 for this department of farm products alone. This is certainly a very large sum. During the last thirty years, since the inception of this system, Elma has made marvellous progress. The vast amounts received for cheese have enabled the people to carry out improvements in drainage and road making which

would have been impossible under other conditions. As a natural result property has advanced in value. In her fine farm houses comfort and, indeed, luxury will be found. If her soil is now productive in any branch of farm industry it must not be forgotten that it has cost a large expenditure of money to make it so. I am impressed with the feeling that no settlers had greater difficulties to contend with than those in Elma, and none have been more successful. This must be attributed to their abiding faith in and constant watchfulness over the dairy cow. Whatever may be the future of this industry, Elma is now in a position to adopt any system of agriculture. Dairying has laid the foundation of success, and prosperity will now depend on the ability of her people to raise a superstructure of progress by adapting themselves to those peculiar exigencies arising in their calling. There is no township in this county, or I may say in Ontario, where such splendid results have been obtained in dairying as are to be found in Elma. There is a debt of gratitude owing to those pioneers who introduced and watched over an interest of such incalculable importance to our agriculture as that of dairying. We are proud in our humble way to add our testimony, and record those names who have contributed so much to furthering this great industry for the advancement of our farmers. In Newry factory a class of goods has been produced that at the World's Exhibition has borne away the trophy from all competitors for superior excellence. This establishment is manipulated by the Morrison family, old pioneer stock. As to the number of awards made to this factory and their value in money I am unable to say. At the Indian and Colonial Exhibition, London, England, several medals were obtained, including silver, bronze, and gold medals. At the Industrial, Toronto ; Western, London ; World's Fair, Chicago (where Canada had the proud distinction of carrying away to her concession lines two-thirds of the whole awards for dairy products), and at the Pan-American, in Buffalo, Elma carried away the highest honours, gold medals being awarded to Newry factory. The invention of the Babcock tester, which has to some extent revolutionized our dairy system in this country, by introducing a plan

of payment by results, or for the amount of fat contained in the original product, Elma factory was first to introduce. Every new method brought forward to improve the quality of goods turned out has been promptly investigated by the managers of those factories, and, where real improvements could be gained, was as promptly adopted. Eternal watchfulness and eager adaptation are always a means of success. This faculty, combined with those extraneous conditions existing in this township for producing high class goods, has made dairying a success. While it would be impossible for a historian to point out in this industry all those who have contributed to its advancement, such names as Hon. Thomas Ballantyne, D. D. Hay, A. J. Collins (who established the first factory), Robert Cleland, Robert Turnbull, and the Morrisons are indelibly written on the historic page of Elma's dairy history. In a township whose natural condition was such as that of Elma, those agricultural industries pursued in other sections of this county could not have been so successful. The great swamps in many parts of this municipality, after the timber was removed, were untillable. Amongst the stumps, however, the cow found such grasses as gave a generous performance at the pail. This, with those doctrines preached everywhere and on all occasions by Mr. Ballantyne, soon taken up by her dairymen, produced the best results.

Settlement in Elma began in 1848 by the arrival of Mr. George Code, although even he was, it is said, piloted through the woods by a "squatter," named Tennant. Be that as it may, Mr. Code applied for and received a grant of 500 acres of land from Government, building a saw mill at what was supposed at that time would be a commercial centre. A town plot was laid out and named Trowbridge, but, like many other speculations of this kind, it maintained its future existence only on paper. As making a way for commercial greatness, Mr. Code opened a road through the woods on the west side of the stream, passing Jackson's and Twamley's, through what is now Listowel, and north to Wallaceville. All this was likely to occur, but it must have been several years subsequent to Mr. Code's arrival. Mr. Twamley did not



reach Elma till 1850, and Wallaceville did not exist on paper even till some years later. Apart from those who entered this township through Mornington, which was a small number comparatively, the largest portion of Elma pioneers came from the south. What is known as the Logan road was opened previous to a survey being made in Elma, and was a pathway by which this new country could be reached more easily than by any other route. Amongst the old settlers were Bingham Brothers, Robert and William; the Gibson family, settling in north-west. John and Samuel Ritchie were also early settlers. In the east we have Hamilton, Boyd, Coghlin, Graham, and Lowry. In the centre, east near Donegal, the Buchanans settled at a very early day. Elma township has a mixed population, Scotch in some sections predominating.

From some inexplicable reason this municipality appears to have been indifferently treated by the Government in regard to a share of their improvement fund. On all Government lands sold 37½ cents per acre, and on all school lands 50 cents per acre were to be returned to the municipality as an improvement fund. These arrangements were made and fairly well carried out in Wallace, but in 1861 the Government, for some reason, appeared to repudiate this obligation to Elma altogether. The public men of that period, particularly D. D. Hay, after years of almost hopeless exertion, succeeded through a committee of Parliament in obtaining its restoration. This continued only for a short period, when payments were again allowed to lapse. Mr. Robert Cleland, reeve of Elma, was faithful to the trust placed in him at that time, and was instrumental in obtaining a settlement, which has been carried out by the Government.

Pioneer operations were rapidly followed by those rural industries which enabled the settler more conveniently to prosecute his calling. Villages soon sprang up as if by magic. The most important business centre in this township was last to be founded, and did not come into existence until subsequent to constructing the southern extension of the W., G. & B. Railway, in 1875. This place is now known as Atwood. About 1850 Charles Coulter

located in Elma, where he afterwards opened a post office, named Newry, in which he was postmaster till 1864. During that year Daniel Falconer built a general store in Newry, and was followed by Thomas Fullarton. A hotel was erected in 1856, and a blacksmith shop by John Morrison. Newry for several years was a prosperous village, being centrally located equidistant from Listowel and Monkton. In 1875 the W., G. & B. Railway was built, and the first locomotive whistle on this road seemed to sound like a death-knell to future prosperity in Newry. About half a mile north of the village a station was erected, which was known as Newry Station. Another post office was also opened, known also by that name. This led to confusion in mail matter, and it was determined to adopt a new name. In 1851 a log tavern had been erected by one William Blair. This house of public entertainment and its environs were known as Elma Centre. Newry station soon outstripped its sister villages in commercial importance, and to remove those postal inconveniences in connection with names a change had to be made. A public meeting was called, and several names suggested; amongst others were Ladybank, Dunedin, and Renwick, all quite euphonious. Mr. Renwick was the apostle of Presbyterianism in this section, and his co-religionists were desirous of honouring him through the name of this new town. The other names brought forward are quite suggestive of the nationality of the pioneer settlers in this neighbourhood. Over such a momentous question as naming a new town, discussion was animated and prolonged. Diversity of opinion and persistent disputation seemed to threaten a possible solution. In this dilemma a young lady suggested the name "Atwood," which was hailed by opposing orators with delight, and brought to a happy and peaceful termination this terrible struggle. Since that period Atwood has become a place of importance, with a population of over 700 souls. Several brick blocks have been erected, and excellent sidewalks laid for public convenience. Here are also express, telegraph, and newspaper offices, good hotels, and stores of every description, where goods can be obtained to satisfy the most fastidious tastes. Meantime a

grist mill, saw mill, flax mill, and a planing mill have been erected, giving employment to a large number of men. There is also a factory where washing machines, tanks, and screen doors are manufactured, with other small woodenware.

No history of this progressive village would be complete without special mention of its spacious private residences. These are of a high class, and often equal, if not superior, to those found in older places, both as to architectural design and appointments. In keeping with other improvements, education has not been neglected. An excellent school building has been erected, where an average of 115 pupils attend daily for instruction. Two teachers are employed—Mr. Anderson, who is principal, with one female assistant.

Atwood has an excellent public library of over 1,500 volumes, and, like all other business centres, among its citizens are representative of nearly all the benevolent societies, in numerous instances doing a great work for the amelioration of the people.

On January 17th, 1890, was issued the first copy of the *Atwood Bee*, by R. S. Pelton. This paper, through the energy and ability of its proprietor, has been a great success. It is most creditable to Mr. Pelton that in its columns from time to time can be found a really valuable historical record of a large section of this county. From a small beginning the *Bee*, in 1901, was removed into a new brick building, fully equipped as a first-class printing-office. During 1902 the present editor and proprietor, Mr. Anderson, came into possession of the *Bee*, Mr. Pelton having sold and acquired a large business in another section.

Monkton, situated partly in Logan but largely in Elma, owes its origin to the construction of the Logan gravel road. In 1857 Mr. T. M. Daly, who was contractor on the highway, erected a blacksmith shop, the first building in Monkton. With Mr. Daly as clerk was a young man named Dunsmore, now Dr. Dunsmore, of Stratford, who erected a store. Almost simultaneously sprang up two hotels—one in Logan the other in Elma. During 1857 a sawmill was built by Mr. Winstanley, who had obtained a grant of 1,000 acres in 1855 in aid of this project. At this time also

arrived James McKenzie, who opened a post office. A number of settlers were now gathered around this new village, amongst whom were the families of Dobbs, Stewart, Holman, Golightly, McKenzie, Merryfield, and Reice. Meantime educational facilities were demanded. The Church, through an old pioneer preacher, was putting forth her efforts in this new field. In support of these conditions, the store which had been erected by Mr. Dunsmore was transformed from an emporium for distributing material things to a place for disseminating educational and religious requirements. In 1870 another school was erected, which in 1888 was replaced by the present structure. On completion of the gravel road a stage route was opened from Mitchell to Newry, which is still continued daily as a means of transmitting mail matter between these points. In 1883 a third hotel was built. Monkton at one period had a match factory, two saw mills, planing mill, shingle mill, tannery, with several business houses. It is still a pretty country village, containing an excellent hotel, some beautiful residences, and good business places. The surrounding country is unexcelled for agricultural purposes.

The village of Henfryn, situated partly in Elma and partly in Grey, is a station of the W., G. & B. Railway, and has a few business places.

Donegal, in a splendid section of agricultural country, has a store and post office. The first settlers near this place were Buchanans (seven brothers), Little, Mason, Hemphill, Wilson, Harvey and Irwin.

Trowbridge, situated on the Maitland river, about six miles south-west of Listowel, was surveyed for a town plot, and is the oldest village in Elma. Like Poole, in Mornington, its streets are still silent and unbuilt. It is true that man proposes, but the exigencies of trades disposes. Trowbridge is an attractive little village, with the usual business places, and a population of about 200 inhabitants.

The pioneer Methodist minister in Elma was Rev. John Armstrong, who preached in the shanties of old settlers from the earliest period of settlement. Following Mr. Armstrong came



Rev. Mr. Dyer, who was the first minister appointed by Conference to Elma as a separate mission. The young tree was first planted near Trowbridge, which in Elma has been a prolific one, indeed. From Trowbridge, during Mr. Dyer's pastorate, services were held at Mr. Code's house, at Mr. Bingham's (now Atwood), Mr. Patterson's (now Carthage), Mr. Hacking's (now Listowel), Mr. McKee's (now Molesworth), and at Mr. Tindal's (now Ethel.) From these points radiated the principles of Methodism throughout Elma. So far there was not a single church in the township. In 1858, during Mr. Hunt's pastorate, a small frame building, 32 x 44, was erected at Trowbridge. A great revival had been held by Rev. Mr. Dyer, and kept up for several weeks in the woods, the first practical result of which was the building of this edifice. Another frame church was erected a few years later on the 4th concession, and removed to Trowbridge in 1872. Subsequent to Methodist Union in 1883 this building was sold to the Anglican church, who conducted services there until 1890, when they were discontinued. In 1868 Listowel and Wallace were detached from Trowbridge, and established as a separate mission, with Rev. Nelson Brown as first minister. Trowbridge was, therefore, a self-supporting mission, under Rev. John Hough, until 1874, when Henfryn became an appointment. In 1883 a further change was made, under Rev. Mr. Bray. Henfryn was attached to Ethel, and Trowbridge to Atwood. The present church in Trowbridge, erected in 1884, at a cost of \$3,500, is a handsome building. This congregation is composed of over 100 members, under the pastorate of Rev. Mr. Bristol. These arrangements were temporary, however, and Atwood became a separate station, comprising Donegal and the Jubilee church. This mission, under the energetic ministrations of Rev. E. A. Fear, is quite progressive, with a membership of 200 at Atwood and 60 at Donegal. The Sabbath school at the former has an attendance of 150 pupils, under Mr. James Turnbull; and the latter has 75 pupils, under Mr. Emerson Vipond as superintendent.

The pioneer Sabbath school in Elma was opened by Mr. Samuel Boyd, in 1859, near Atwood. He was superintendent, and pro-

cured that same year the first Sunday school library. Church work was begun in Donegal during 1864, services being held in the school house until a church was erected. The principal promoters of this congregation were the families of Vipond, Harvey, Squires, and Scott. In the Jubilee settlement services were conducted in a log school house until a church was erected in 1879. Since the union this mission has been discontinued. Provision has been made for the comfort and convenience of their pastor in this circuit by erecting a brick parsonage in Atwood, at a cost of \$2,000.

In 1886 an Episcopal church was organized in Atwood by Rev. Mr. Griffin. Services were held in the school house for about two years, when a frame edifice was constructed at a cost of about \$1,200. This congregation, which was not large at its outset, has not increased, many members having removed to other sections. At present there is no regular minister. A Sabbath school, with about 30 pupils, is conducted by the Society of Ladies' Aid.

Earliest reminiscences regarding Presbyterianism indicate that Rev. Thomas McPherson, of Stratford, was the first who endeavoured to establish a congregation in Elma. In 1858 he came to Trowbridge and preached in the Methodist church, which had then been completed. At this point he failed of success. He next directed his attention to Elma Centre, and succeeded in establishing what is now Atwood Presbyterian church. The first sacrament was dispensed by Rev. Mr. McMullan, now of Woodstock, in a school house on lot 21, con. 7, now removed. Rev. Mr. Anderson was also a pioneer minister. Rev. Robert Renwick was first stationed minister, continuing for twenty years. In 1862 a frame church was erected, and was known as the Church of Elma Centre. This was long before the wildest dreamer ever thought of Atwood. Mr. Renwick was succeeded by Rev. Andrew Henderson, who was minister of Atwood and Monkton for fourteen years. Since establishment these congregations have made great progress, having in Atwood 361 members, and in Monkton 109. Rev. T. A. McLeod, M.A., B.D., who was inducted in 1897, is now pastor in both congregations.

No history of Presbyterianism in Elma would be complete without the name of William Lochhead, who was secretary of Atwood church for thirty years. This man was a fine specimen of an old pioneer—a kind, true-hearted Scotchman. His long period of public service, a note of which will be found elsewhere in this work, is a high tribute to his sterling character. He was a son of which his native county of Ayr may feel proud. The present session at Atwood is composed of James Dickson, John Dickson, Andrew Laidlaw, and Robert Anderson.

Monkton Presbyterian congregation was organized about 1858, and services were held in the school house until 1866, when a building was erected, which is still used by the congregation. The session in this church are George Inglis, A. Atkins, and Robert Smith. In both Atwood and Monkton congregations are good Sabbath schools, with a large attendance of pupils.

In Monkton is also the German Evangelical church, organized in April, 1889, by Rev. H. C. Landsky, with a membership of seven. During 1890 a church was erected of brick, at a cost of \$1,200. This congregation has been progressive, and has at present a membership of about 220 souls, under the pastorate of Rev. B. Oldenburg. There is a Sabbath school, also, in connection, having an average attendance of 50 pupils.

With 1857 begins the municipal history of Elma. Prior to this period Logan, Elma, and Wallace formed one district for municipal purposes. A great influx of settlers, subsequent to opening the Logan road, rendered a change of government necessary, to meet the requirements demanded by a rapidly increasing population. Elma's first council was composed of William Morrison, Joseph Lennon, Donald Gordon, Alexander Mitchell, and Robert Bingham, who met at Mr. Morrison's house on January 19th, 1857. Mr. Morrison was chosen reeve. He had also been appointed to call the first council meeting, preparatory to organization. On this occasion, therefore, he was reeve, returning officer, clerk, and "mine host" of the assembled wisdom of Elma. This meeting was a short one. Having chosen their reeve, a speedy adjournment was made. On January 22nd another meet-

ing was held, and Mr. Arthur Gordon appointed clerk. Another adjournment took place, whether from a paucity of business or in imitation of other legislative bodies history saith nothing. On February 4th another meeting was held, its first order of business being exactly in line with that of all rural council boards in this county. A petition was laid on the table praying that a new school section be formed on the 9th and 10th concessions. Thus began those difficulties in school districts which have continued almost ever since.

Having disposed of this document, by laying it over for further consideration, officers were appointed. Mr. Gordon was confirmed in his position as clerk, Cornelius Cozens was appointed assessor, William Fennel collector, Arthur Gordon treasurer, and John Philips and Christopher Wilson auditors. Compensation allowed these officers was more liberal than in some other municipalities. The clerk was to receive \$60; assessor, \$55; collector, \$65; treasurer, \$15; auditors, each \$3; and councillors, \$2 per day while engaged in municipal business. By-laws were also passed regulating houses of public entertainment. The amount required to obtain a license to sell spirits, ale, &c., could not be considered prohibitory when \$8 for a first-class, and \$3 for a second-class license gave a right to sell for one year. A first or second-class house was not determined, as might be supposed, by the character of the building or accommodation required by law for the travelling public. Strange to say, location was a primary factor in fixing rates, and not the conveniences to be provided. This by-law states that all the taverns on the "town plot along the town line of Wallace shall be first-class, and those situated in the backward parts of the township are to be second-class." At present such an arrangement would be preposterous, but in those old days in the backwoods, men did not fret themselves about terms, and not much about abstract principles. They had a greater work to do, and they set themselves manfully to do it.

At this meeting was presented a petition from Howick asking the support of Elma towards forming a new county. The council on this occasion unanimously voted nay. A very different opinion



animated this board a few years later on a similar question. The formation of new counties in western Ontario thirty or forty years ago was a sort of probationary stage in municipal life through which all passed. The rapid opening up of this country at that period was instrumental in bringing into existence a number of aspiring villages and towns, nearly all of which were ambitious of being county seats. In every one of such places were a number of men who were continually formulating plans for erecting new counties, with their own little hamlet as a centre. Arguments were not wanting showing clearly the advantages which would arise to the old bush-whacker if such a consummation could be brought about. The advocates of all such schemes (if we accept their word for it) were philanthropic and self-denying gentlemen, who lived and breathed only to serve the horny-handed farmer. To even hint that they might for a moment have any sinister end in view would arouse their righteous indignation. The casual acceptance of a remunerative position as a county officer would be an act of self-denial which they would make reluctantly, and could only be considered in the light of a patriotic duty which all men owe to their fellow citizens. Eloquent as were the appeals of those doughty apostles of municipal reform, they were quite ineffective on the champion of the logging fallow. If a backwoodsman could not make speeches, or repeat the arguments advanced by those patriots, he could control his vote, which, after all, is the true force of manhood. If convictions were made on the agricultural community at all (who would really have to bear all expense), it was against their will, and, of course, as Goldsmith says, "A man convinced against his will, is of the same opinion still." In all fairness it must be acknowledged that the action of several of the public men in these northern townships, in their efforts to separate from Perth at an early period of our history, was not unsupported by good and sufficient reason. To say, however, that a separation would lead to a diminution of taxation, or a release from their share of the county debt already predicated for improvements, was to assume a position untenable. This view of the situation prevailed, and the original limits of

Perth County were retained. Responsibility for this disaffection will be found largely in the conduct of representatives from the south. Municipalities which never had the difficulties to contend with experienced in Elma, could not understand that an equalization of certain townships should be placed at \$50 per acre, and others, apparently as favourably situated, at about two-thirds of that amount. That no intentional wrong was intended by the county council we truly believe. It was this continued and persistent effort of the county board to raise assessments in the north which led to disaffection, and, on one occasion, to the verge of disruption. Burdens for local improvement were more oppressive in Elma than any other municipality, as will be noted further on.

In 1857 the total assessment amounted to £51,614, or \$206,456. This amount cannot be accepted as a fair valuation of all rateable property. Government land was not liable to assessment, and, of course, contributed nothing. In 1865 this proviso became intolerable. By a decision of the law courts it was held to be illegal to collect taxes on unpatented lands, a right to re-enter being still vested in the government. Meantime about \$20,000 had been disbursed for local improvements, Crown lands being equally benefitted. On this amount the municipality sustained a loss of about \$14,000 on unpatented lands. In other words, those who had deeded their farms were responsible, not only for their own share of this debt, but for that on government land also. The incentive to a settler for prompt payment of his farm was thus taken away. The longer he left his patent with the government, so much longer would he be relieved of his portion of taxation. In this extremity a petition was sent to the government praying that these lands be re-sold, or such action taken as would make them available for their just contribution to local improvements. This concession was finally obtained, and all lands were rendered available to taxation.

Another loan, in 1859, was for £500, to aid settlers in purchasing seed, crops having in 1858 been a failure. This loan was part of that fund set apart by the county council which has been

noticed in other parts of this work. In 1861 great dissatisfaction with the expense incurred on the gravel road was expressed, which, under government regulations regarding the sale of their lands, was most oppressive. An effort was made to dispose of it to the county. There is a saying that "it takes two to make a bargain," and this fact in the present instance frustrated all their negotiations. Elma offered the road for £3,000, or \$12,000. The county were ready to purchase at \$2,400. This discrepancy in the price asked and amount offered terminated all negotiations abruptly, and Elma kept her road. During this year, also, the people petitioned the council to pass a prohibitory liquor law, which was not carried.

While these obligations were being assumed by Elma, we have in 1865 a statement of estimates for that year, as follows: Toll gate rent, \$700; licenses, \$150; gravel road, rate on debentures, \$240; county and township rate, \$3,977. These amounts were disposed of in a county rate of \$3,317; non-resident tax, \$300; officers' salaries, \$450; gravel road repairs, \$1,000; total, \$5,067. If we analyze this statement it will be found that the amounts required for county purposes is enormously large in comparison with other sums set apart for local improvements. It will also be observed that no mention is made of any receipts from government improvement fund. In Wallace a very large income was derived from this source. Mornington also was the recipient of considerable sums; but there is no indication that Elma was favoured to so great an extent. When we consider, therefore, the inability of council to tax unpatented lands, thus laying the whole expense for improvements on those who had been so (shall we say) unfortunate as to have secured their deeds; when we consider the non-payment of this improvement fund; when we consider a heavy county rate levied for county purposes, it is not a matter of surprise that discontent sprung up amongst the settlers, and a desire have been evinced for separation from their existing municipal connections.

Prior to 1871 Elma had no railroad facilities except the G. T. at Mitchell—the nearest point—being ten miles away. An agitation

had sprung up in Wallace and Mornington for an extension of the W., G. & B. southward into Elma. In prosecution of this desirable project a bonus granting \$30,000 to the enterprise was voted upon, carried, and finally passed by the council on September 25th. Elma's existing debt at the period of submitting this by-law amounted to \$24,700 for gravel road and other improvements. During this year the gravel road debt was discharged, leaving a net liability under by-law No. 104 of \$30,000. A few years later a project for aiding the Stratford & Huron railway was submitted under by-law No. 152. This was carried, adding \$10,000 to her liabilities. Elma's debenture debt for railways alone, therefore, amounted to \$40,000.

While these roads have been a great advantage to her people, by affording a convenient outlet for produce, much yet remained to be accomplished. A few years later was introduced a system of drainage, which has been most beneficial to all concerned. By this innovation large tracts of swamp land have been transformed into beautiful and fertile farms. In June, 1879, was passed the first drainage by-law. Under its provisions a drain was opened from concessions 15 to 18, improving 3,748 acres of land. Hitherto this great section was unproductive, and unfit for agricultural purposes. This drain cost \$9,583, which was assessed against those lands directly benefitted. Costs and charges in prosecuting this scheme varied from \$25 to \$350 per hundred acres. If these sums seem large it must be remembered that previous to this expenditure these lands were valueless and unproductive, but are now valuable and contributing a fair share to public improvement.

This scheme, being successful, led to promoting others, and in a short time another and greater enterprise was introduced. A waterway extending from concession 12 to 18 was now to be opened at a cost of \$25,000. This was a great expenditure, and has been amply productive of good results. From 1879 to the present time these questions of drainage have occupied the attention of Elma council to a greater extent than all other duties devolving upon them. It is worthy of remark, also, as being



highly honourable to the public men of this township, that in all those multifarious conditions arising out of a prosecution of these improvements not a single case of speculation or dereliction of duty has been attributed to any of them. These schemes have been productive of great good, and although a large expenditure has been incurred in developing these resources, wealth has been increased in a marked degree.

It is well also to consider the public spirit evinced in prosecuting these internal improvements. It affords an excellent illustration of that administrative ability which has been drawn out and fostered by the Municipal Act. In those schemes so successfully manipulated, and in the management of those financial responsibilities incurred in their prosecution, foresight, and honourable conduct is apparant to all. At present there is yet undischarged a debt of \$8,585 on railroad debentures. On drainage indebtedness the large sum of \$75,000 has still to be liquidated, creating a heavy liability still resting on this municipality. While this may be so, these investments have been extremely profitable to all concerned.

The total assessed value of Elma for 1901 was \$1,650,450. On this amount was levied for all purposes taxes amounting to \$22,707, a very large sum. In any question of equalization those expenditures ought to be considered by those having so important a matter in charge. Population at present is 3,683; in 1861 it was 2,392. In 1861 Elma had 7,445 acres under cultivation. Fall wheat, 2 acres; spring wheat, 3,000 acres, producing 48,000 bush.; barley, 709 bush.; peas, 8,000 bush.; oats, 18,000 bush.; Indian corn, 3 acres; potatoes, 15,000 bush.; turnips, 64,000 bush.; mangolds, 50 bush.; carrots, 29 bush.; butter, 33,000 lbs.; cheese, 5,600 lbs.; pleasure carriages, 10; carriages for hire, 2.

Annexed is a list of officers extending from 1857 to 1902, and the period of service for each.

*Reeves.*—1857, William Morrison; 1858, John Grant; 1859, Joseph Lennon; 1860-6, D. D. Hay; 1867-9, Robert Cleland; 1870-3, Daniel Falconer; 1874-5, R. L. Alexander; 1876-7, R. Cleland; 1878-9, R. L. Alexander; 1880-7, Thos. J. Knox;

1888-91, R. Cleland; 1892-4, Thos. J. Knox; 1895-7, James Dickson; 1898-9, Thos. J. Knox; 1900-2, Jas. Donaldson.

*Deputy-Reeves.*—1862, John Grant (first deputy); 1863-79, Samuel Roe; 1880-7, William Lochhead; 1888-90, W. Lochhead (first deputy), Young Coulter (second deputy); 1891, William Lochhead (first deputy), Thos. E. Hammond (second deputy); 1892-4, W. J. Tughen (first deputy), Thos. E. Hammond (second deputy); 1895-6, Middis Jackson (first deputy), Thos. E. Hammond (second deputy); 1897, M. Jackson (first deputy), Samuel S. Rothwell (second deputy); 1898, S. S. Rothwell (first deputy), William Shearer (second deputy). Office abolished.

*Councillors.*—1857, Donald Gordon, Alex. Mitchell, Robt. Bingham, Joseph Lennon; 1858, R. Bingham, D. D. Hay, John Stevenson, Joseph Buchanan; 1859, Samuel Roe, George Jackson, J. Stevenson, Joseph Carruthers; 1860-1, C. Cosens, John Grant, H. Palmer, S. Roe; 1862, C. Cosens, H. Palmer, S. Roe; 1863, J. Stevenson, Wm. Mitchell, C. Cosens; 1864-5, J. Stevenson, Wm. Dunn, Wm. Mitchell; 1866-8, Wm. Dunn, J. Stevenson, Jas. Bristow; 1869, Wm. Dunn, Daniel Falconer, John Nixon; 1870, W. E. Sharman, J. Nixon, Jas. Hammond; 1871, Robert Moore, Aaron Laing, Joseph Johnson; 1872, Alfred Brewer, Wm. Lochhead, J. G. Alexander; 1873-4, J. G. Alexander, Wm. Dunn, Joseph Johnson; 1875, J. G. Alexander, Wm. Dunn, T. J. Knox; 1876-7, J. G. Alexander, Wm. Lochhead, Jas. Smith; 1878-9, J. G. Alexander, Wm. Lochhead, Charles McKenzie; 1880, S. S. Rothwell, Wm. Keith, J. Smith; 1881, Wm. Keith, John Mann, Robert Dunn; 1882-3, J. Mann, George Richmond, Wm. Dunn; 1884-6, J. G. Alexander, G. Richmond, L. Pelton; 1887, G. Richmond, L. Pelton, S. S. Rothwell; 1888, S. S. Rothwell, Jacob Bray; 1889-90, J. Bray, G. Richmond; 1891, J. Bray, W. J. Tughen; 1892, J. Bray, S. S. Rothwell; 1893, S. S. Rothwell, Jas. Dickson; 1894, James Hanna, J. H. Merryfield; 1895-6, J. H. Merryfield, S. S. Rothwell; 1897, Wm. Shearer, Allan McMane; 1898, Allan McMane, Thos. Smith; 1899, S. S. Rothwell, Thos. Smith, Allan McMane, Jas. Donaldson; 1900-1, S. S. Rothwell, Thos. Smith, Wm. Wherry, Wm.

Coates; 1902, Wm. Wherry, Wm. Coates, Samuel Curry, Samuel Boyle.

*Clerks.*—1857-63, Arthur Gordon; 1864-72, Wm. D. Mitchell; 1873-1902, Thomas Fullarton.

*Treasurers.*—1857-71, Arthur Gordon; 1872, Robert Cleland; 1873-1900, Moses Harvey; 1901-2, A. M. Sweeton.

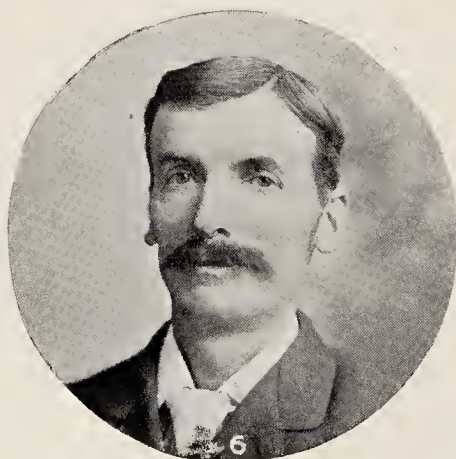
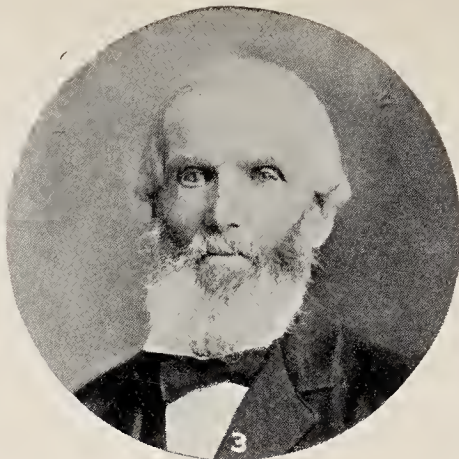
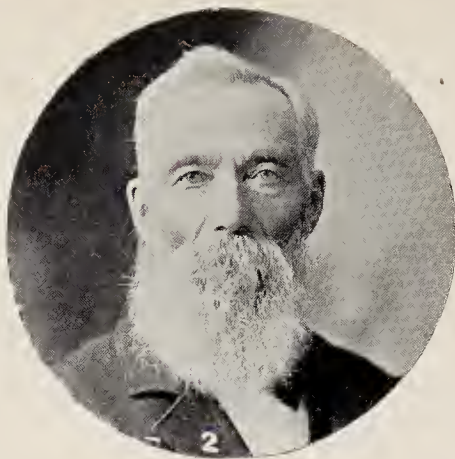
*Assessors.*—1857, Chas. Cosens; 1858, George Jackson; 1859, Chas. Coulter; 1860, R. Cleland; 1861, J. R. Foster; 1862, D. Gordon; 1863, J. R. Foster; 1864-73, Thos. J. Knox; 1874, A. Briley; 1875-9, Thos. J. Knox; 1880, J. Nixon; 1881, A. J. Keellor; 1882-4, J. Smith; 1885, E. M. Alexander; 1886-8, R. Morrison; 1889-91, Wm. Shearer; 1892, John R. Hammond; 1893, Widdis Jackson; 1894-6, J. W. Rowland; 1897, Alex. Simpson; 1898-9, Henry Smith; 1900, W. H. Gilmer; 1901-2, John Hamilton.

*Collectors.*—1857-8, Wm. Fennell; 1859-65, James Shearer; 1866-8, Wm. Fennell; 1869-71, Moses Harvey; 1872, George Richmond; 1873-4, S. S. Rothwell; 1875-6, John Stevenson; 1877-9, Wm. Stewart; 1880-6, Young Coulter; 1887-9, W. J. Tughan; 1890, R. Morrison; 1891-1902, James Duncan.

*Auditors.*—1862, J. R. Foster, Robert Cleland; 1863, Alex. Mitchell, R. Cleland; 1864-5, R. Cleland, Henry Thompson; 1866-7, A. Mitchell, Wm. Loghhead; 1868, Wm. Sharman, J. R. Code; 1869, Wm. Sharman, Wm. Lochhead; 1870, R. Alexander, Wm. Lochhead; 1871, W. Lochhead, Thos. Fullarton; 1872, George McGill, Thos. Fullarton; 1873, R. L. Alexander, Alex. McGregor; 1874-5, W. Lochhead, J. V. Poole; 1876-8, J. V. Poole, Arthur Gordon; 1879, A. Gordon, James Irvine; 1880, J. Irvine, Robert Code; 1881, J. R. Code, J. A. Turnbull; 1882-7, J. Irvine, Wm. Hammond; 1888, Thos. Smith, Wm. Shearer; 1889-91, Thos. Smith, J. W. McBain; 1892-7, Thos. Smith, A. M. Sweeton; 1898, Wm. Lochhead, A. M. Sweeton; 1899-1901, A. M. Sweeton, up to June (resigned), Thos. G. Ratcliffe; 1902, Thos. G. Ratcliffe, Thos. E. Hammond.







# MORNINGTON OFFICERS FOR 1902.

1. David Grieve, Reeve. 2. John Watson, Clerk. 3. James Reid, Treasurer.  
4. David Swartzentruber, Councillor. 5. John Davidson, Councillor. 6. J. McCloy, Councillor. 7. R. Allingham, Councillor.

## CHAPTER XXI.

### MORNINGTON.

This township was named in honour of Lord Mornington, a member of the British Government in the early part of last century. It was surveyed by Mr. James W. Bridgland in 1848, and contained 50,725 acres of very fertile land. Topographically it may be described as a continuous block of level surface, undulating in certain sections; in others rising to a moderate altitude, as at Milverton. On its south side it becomes more depressed as it nears those great swamps which at one period extended over a portion of Ellice. From the uniform excellence of soil progress in Mornington has been rapid. Farms are well cleared, fenced, and cultivated; buildings are substantial and modern in their structure and appointments, indicating intelligence and thrift in their owners.

While indications of wealth and comfort, with that enterprise characteristic of Canadians, are abundantly evident, transportation facilities have been developed with some difficulty. Deposits of gravel so necessary in road building are not so frequent as in several other municipalities. Evolution in constructing highways has been equal to any other township in this county up to a certain point. An absence of gravel has, however, prevented that universal improvement in roads so noticeable elsewhere. This is a natural disadvantage difficult to overcome, and at certain seasons presents obstacles in transportation quite inconvenient to agriculturists. It must not be inferred, however, that Mornington has no good roads. On the contrary, many leading highways in this municipality are equal to the best in any section of Perth County.

A system of agriculture has been pursued by farmers in this

township admirably adapted to its soil and natural conditions. This method has been one of mixed farming. While it is well adapted for growing cereals, raising stock, or dairying, no specialties have been introduced to any great extent in any of these departments. In some sections cheese factories have been introduced, creating a source of wealth to those patronizing them. Dairying has never attained to that prominence in Mornington which has signalized it in the adjoining township of Elma. There is evidence of abundant success in this township arising from present methods. Specialism in farm business is not a safe principle, and should never be followed except where conditions are unfavourable for mixed farming. By steadily adhering to this latter system success has been the result.

Settlement in this township was largely from its eastern side. Following that great road through Wilmot and into the East-hopes as far as "Bell's Corners," now Shakespeare, the pioneer turned northward to Mornington. True to the plan invariably followed by old settlers, the first trace of the courageous white man is found on that stream passing what is now Morningdale and Millbank. Years before a surveyor's blaze had marked the spot where some day the hum of a machine or loud laughter of school children would be heard, came the hardy backwoodsman, who began to unravel the tangled skein of pioneer life.

In 1843 came John Chalmers and his two sons, John and Adam, settling near the stream on concession two. About this period also came the families of Forrest, Struthers and Connells, and "squatted" near that section which was afterwards set apart as a town plot, and known as Poole. Near the stream northward came, in 1847, James Reid, Robert Miller, Robert, John and William McKee; John Nicklin, John Gillespie, John Armstrong, with the families of Crawford, Henderson, Teskey, McMullen and Strachan. In 1848 came William Rutherford and John Freeborn, both of whom became prominent men. Nearly all of these were North of Ireland Scotch immigrants, and unacquainted with pioneer life. This intensified their difficulties in a marked degree. No survey having been made, they necessarily became squatters,



and for any improvements were entirely at the mercy of the government. When a survey was effected great hardship arose. Where a patch of clearing had been done and a shanty erected it not infrequently happened that a concession line would pass through the little plot of stumps and even compel the removal of the shanty to another location. This frequently led to mutual recriminations between settlers without any means of obtaining redress. Of course the government were really not to blame for this state of affairs. Every squatter by his act of occupation certainly assumed all responsibility for his actions. Remonstrances were made to government in cases of great hardship. Mornington at that period had no votes to give, and with that true instinct of an average politician or party where no votes are involved, whatever those grievances may have been, the ruling power knew little and cared less. It was even several years before a removal of the land office was made to a convenient place, it being located at first forty miles away.

In 1850 a general store was opened by Mr. William Rutherford in what is now Millbank. In this enterprise was associated with him Mr. James Reid, now and for nearly fifty years treasurer of Mornington. In 1851 he opened a post office, with himself as postmaster. Previous to this period he had formed a partnership with John Freeborn, and erected a saw mill. During 1849 a grist mill was also built by the same firm. Those enterprises were of great importance in a new county, and gave Millbank a commercial supremacy which continued to grow for several years. Apart from the mills erected by Messrs. Rutherford and Freeborn, a factory was built by Mr. Jacob Kollman, where large quantities of agricultural implements were manufactured. This industry at one period employed forty men. The building, which is of brick, is now deserted and still stands by the stream, a monumental ruin, significant of the mutability of all human enterprise. In Millbank, also, were a carriage and waggon factory, flax mills, several stores, hotels, and a school in which were three teachers. This pretty village was the home of several hundred souls, and for a while very prosperous. The Stratford & Huron



railway, passing two and a-half miles away, ruined it. Its day of greatness and the dreams of its citizens of future importance alike have departed and gone. Several buildings yet remaining, once the centre and scene of commercial life, are now deserted and tottering to decay. Present population is about 175.

Morningdale, about two miles distant from Millbank, on the same stream, is pretty and picturesque. At one time this was also a place of some importance, disputing the claim as to priority with Millbank. In 1849, John Nicklin, who had arrived two years earlier, erected a mill in Morningdale, and subsequently a post office was opened. Like its sister village of Millbank, of late years not much progress has been made. It is now a pleasant place with a pretty name and beautiful location.

Poole, or, properly speaking, the town of Poole, was mapped out by government surveyors as the metropolis of this township. A town plot of 1,000 acres was regularly laid out into streets, avenues, and promenades. It is now, like Washington, D.C., a place of magnificent distances. This village is an example of that old adage "man proposes and a greater than he disposes." Commerce refused to bring her horn of plenty in this direction, and with inexorable persistency passed by on the other side. It never reached incorporation, although there were at one time a hotel, stores, and shops for mechanics. While some of these remain, what was designated as main street is only a portion of the quiet concession line.

Carthage, located in the north part of Mornington, on concession 12, is a pleasant country village, containing stores, cabinet-maker's shop, shoe shop, Orange hall, Foresters' hall, cheese factory, and temperance hotel. It has a population of about 75.

Hesson is located some distance east of Carthage, and formerly was known as "Mack's Corners." There are in this hamlet several of those business places found in rural villages. It can boast of a very fine church, whose tapering spire can be seen a long distance away. A description of this building will be found elsewhere.

Newton is the youngest village in Mornington, and, excepting

Milverton, most important. It is located two and a-half miles from Millbank, and is a station on the Stratford & Huron railroad, to which it owes its commercial importance. While this road ruined Millbank it created Newton. The first building erected was Henderson's hotel, on the south-east corner of the centre road and concession line. A store was next opened by Thomas O'Donnell. Other industries soon sprang up. There are now two hotels, saw mill, blacksmith shop, hardware and general stores, woollen factory, and express, telephone, and telegraph offices. This village is very progressive, and large sums of money are paid here for farm produce of all kinds, it being the shipping point for a fine section of country. Burns, Tralee, Mussleburg, Topping, and Brunner are all post offices in this township of many villages.

Milverton, with a population of about 800 souls, is an incorporated village and place of considerable trade. It is surrounded by a fine section of agricultural land, and its appearance on the summit of an elevation of some height is very commanding, indeed. It is unfortunate that its railway station is so far distant from the business section. The fable of a certain old man and his quadruped would seem applicable to the promoters of this road through Mornington. Of course they could not please all, but endeavouring to do so have pleased none, and lost a goodly portion of trade that would have centred at some points into the bargain. It missed Millbank, and has not been of such advantage to Milverton as it might have been. In its route from Stratford to Listowel—much of it a splendid agricultural country—Newton and Milverton are places of greatest importance.

It was several years subsequent to settlement near Millbank before the pioneer reached that point where Milverton now stands. In 1852 Mr. Andrew West erected a hotel, which was the first building in the village. This hostelry was built north from the present business portion, and was for many years known as "West's Corners." At this period a general store was erected by Valentine Kertcher, on the north-west corner of Main street and the Mill road. This building was a pretentious one, indeed, for

that time, and is still used for a general store. Prominent amongst the old pioneers in this section were Michael Attridge, John Torrance, Richard Bennett, Henry Trim, William Orr, John Edwards, James McCloy, and the families of Hamilton, Coulter, Niblock, Tennant, Fox, Kertcher, Pierson, and John Weir, who was first magistrate who presided at the seat of the blind goddess.

As usual, when a new village was founded, a school was the first public building to demand attention. Milverton was no exception to this rule. A log school house was constructed on what was afterwards found to be the principal square in the village. In architectural design it was considered imposing. It was a square structure with a cottage roof, from whose apex extended a clat and clay chimney, built in true orthodox backwoods style. From a distance this looked like the cupola of a coastguard lighthouse. A lighthouse it certainly was. Within its rude walls a knight of the birch from the old land bore full sway. Clad in home-spun, and on state occasions in a blue-black claw-hammer coat, punctuated at intervals with brass buttons, he shed the light of his knowledge on those mischievous boys in and around West's Corners.

Here sat on its rough benches, wrestling with the rule of three, or those more abstruse doctrinal points of the shorter catechism, some who are now prominent men in Milverton and the township of Mornington. Here several of those now dignified, erudite village fathers sat watching the pedagogic eye, and pinching with their hands all the other boys within reach. In the old days retributive justice followed close in the wake of offence, and eternal vigilance seemed to be an important attribute of the old teachers. No Nabob ever wielded his power with more sublime dignity than an old backwoods dominie. His orders were emphatic, and a prompt response was necessary to prevent a supplemental admonition by the rod in support of his just and unquestionable authority. Amongst these old teachers were John Philips, Archie Keller, John Finnerty, and William Alexander, who afterwards became first school inspector of this county, in 1871. This log building of pioneer days has long since

disappeared, and a fine structure of white brick has been erected, at a cost of \$5,000. In this seminary three teachers are employed, it having an average attendance of about 120 pupils.

In Milverton are several brick blocks, two first-class hotels, and a number of general stores, where goods of the latest styles of manufacture can be found on their shelves. Many of the benevolent societies are represented, also, helping on that great work which will inevitably bring that period when, "Man to man the world o'er shall brithers be an' a' that." The village has also a mechanics' institute library, containing over 2,000 volumes.

No adequate conception of the wealth and refinement of the citizens of Milverton can be formed without having first seen its private residences. These are on a scale of greater opulance than might be expected in so small a centre of population. We consider it a noble characteristic of any people who make provision for the comfort and happiness of those dependent on them, and who create an environment refined and elevating that will impress young minds with a home influence, permeated with the good, the beautiful, and the true. This principle appears to have been carried out in Milverton to its fullest extent, indicating a commendable liberality in her people.

Of manufacturing establishments there is a tannery, a grist mill, two planing mills, a sawmill, cheese factory, blacksmith shop, with several of the smaller industries. There is also a private bank, kept by Mr. Ranney, treasurer of the village. The legal profession is unrepresented, while Dr. William Egbert and Dr. A. D. Nasmith represent the medical.

Milverton has one weekly newspaper, the *Sun*, founded by Mr. Whalley—its first issue appearing on December 17th, 1891, as an advocate of local interests. In 1893 it became the property of Mr. Malcolm MacBeth, its present editor and proprietor. The aim of its present management is to fully report local news, and advance the interest of the village and county generally, not by instilling its own political views on public questions, but by a persistent advocacy of the rights of all the people, irrespective of party.



In Milverton are located five churches—Presbyterian, Methodist, Evangelical, Lutheran, and Anglican. The Presbyterian, in point of membership, is, perhaps, the largest of any of these denominations. This church was first organized in 1855, Joseph Brydone, James Whaley, Thomas Connell, John Weir, James Drummond, and John Torrance being its principal promoters. Services were held in the schoolhouse for several years. The first building erected for worship was a frame, and stood where the cemetery now is. This congregation was connected with that of Millbank, the pioneer Presbyterian congregation in Mornington. In 1887 the present edifice was built, known as Burns' church, in honour of the late Dr. Burns, who was the great apostle of Presbyterianism in Canada. This building was erected at a cost of \$6,500. Its first minister was Rev. Alexander Drummond. At present there is no incumbent. In this communion are 180 members, and about 80 families. A Sabbath school is also conducted in connection with this church, of which William Kines is superintendent.

The Methodist may be considered also the pioneer church in Milverton, their first building, a frame, being erected in 1855. Rev. Mr. Robinson was first minister, and, with a small membership, laid the foundation of what is now a prosperous congregation. Some years later a fine brick building was erected at a cost of \$6,000. Present number of members is 120, with Rev. Mr. Snowden as pastor. There is also a Sabbath school in connection with this congregation, under the superintendence of Mr. Richard Coulter, having an average attendance of 60 pupils.

The Evangelical church was founded in 1872 by Rev. Mr. Staebler, and a frame building was erected on the north part of the village. Its members at the inception of church ordinances numbered 15. In 1893 a new building was constructed at a cost of \$6,000. Rev. Mr. J. H. Grenzebach is its present pastor. It has now a membership of 100. There is also a Sabbath school with 100 pupils. Present superintendent, Louis Pfeffer.

The Lutheran church was organized in 1873 by Rev. Mr. Shumbach, and comprised 12 families. Services were held in the

Presbyterian church for six years. In 1879 they erected a new place of worship for themselves at a cost of \$2,000. The progress of this denomination has been steady if not great. Present pastor is Rev. Mr. Plunck. In connection with this church is a good Sunday school of 60 pupils. The superintendent, Mr. Conrad Schaefer, has associated with him nine assistants in the work.

The latest church organization in Milverton is the Anglican, which was formed in 1893, under the pastorate of Rev. Mr. Bridgman, with an attendance of 18 families. This congregation is in charge of Rev. Mr. Howard at present. A number of members in connection with this mission have removed from the village, preventing as great progress being made as would have been the case under more favourable circumstances. There is no Sabbath school.

During 1880 a census of Milverton was taken preparatory to its being set apart as an incorporated village. Its population was found equal to that required by statute, and a by-law was passed by county council in December of that year giving effect to the people's desire. On January 17, 1881, therefore, met Milverton's first council, composed of J. D. Pierson, reeve; Jacob Karn, Henry Hasenpflug, Walter J. Passmore and J. G. Grosch. A committee was appointed to meet Mornington council and arrange a settlement as to what portion of railway indebtedness should be assumed by each. This committee arrived at a satisfactory adjustment, Milverton accepting \$1,950 as her portion of these liabilities. A further sum of \$5,000 was borrowed in 1896 to erect a public school. A certain portion of these obligations are being discharged each year by retiring maturing debentures or adding to a sinking fund. At present the village may be considered practically clear of debt. While taxation is not oppressive, about \$2,000 annually is expended for educational and improvement purposes. Meantime sidewalks have been constructed and streets improved, which has largely enhanced the value of property and added much to the comfort and convenience of the citizens. Milverton is a progressive village, surrounded by splendid agricultural country, and her possibilities are much greater than what she so far has attained.

Subjoined is a list of officers in Milverton since its incorporation.

*Reeves.*—1881, J. D. Pierson; 1882, Valentine Kertcher; 1883-4, J. D. Pierson; 1885-6, James Bundscho; 1887, W. J. Parke; 1888, W. H. Dorland; 1889-95, J. G. Grosch; 1896, James Torrance; 1897-9, G. E. Goodhand; 1900-1, W. M. Appel; 1902, William Zimmerman.

*Councillors.*—1881, Jacob Karn, Henry Hasenpflug, Walter J. Passmore, J. G. Grosch; 1882, H. Hasenpflug, J. G. Grosch, James Bundscho, Wm. Livingston; 1883, James Wood, James Strong, John Attridge, Alex. Curtice; 1884, J. D. Hoffman, George Deppisch, J. H. Schmidt, Alex. Curtice; 1885, Louis Pfeffer, Donald McGillivray, James Strachan; 1886, Jas. Strachan, D. McGillivray, Peter Ducklow, J. S. Rea; 1887, D. McGillivray, Peter Ducklow, J. S. Rea, J. G. Grosch; 1888, J. G. Grosch, Peter Ducklow, Alex. Curtice, C. F. Witte; 1889, J. S. Rea, C. F. Witte, Alex. Curtice, Chas. Spencer; 1890, Peter Ducklow, C. F. Witte, C. Spencer, A. Curtice; 1891, H. Gleiser, C. F. Witte, J. Rothermal, D. Merklinger; 1892-3, H. Gleiser, C. R. Honderick, J. Rothermal, C. Spencer; 1894, C. R. Honderick, C. Spencer, Jas. S. Rea, Louis Pfeffer; 1895, H. Schneuker, C. Spencer, W. M. Appel, Jas. Torrance; 1896, H. Schneuker, C. Spencer, Geo. E. Goodhand, Fred. Wiederhold; 1897, C. Spencer, F. Wiederhold, Louis Pfeffer, James Coutts; 1898, C. Spencer, W. M. Appel, John Engel, J. S. Rea; 1899, C. Spencer, W. M. Appel, J. S. Rea, F. Wiederhold; 1900, J. S. Rae, George Kerr, Wm. Zimmerman, F. Wiederhold; 1901, David Smith, F. Wiederhold, Jacob Bundscho, Wm. Zimmerman; 1902, David Smith, J. Bundscho, C. S. Kertcher, Rudolph Miller.

*Clerks.*—1881, Herman Taber; 1882, A. W. West; 1883-1902, W. D. Weir.

*Treasurers.*—1881, Herman Taber; 1882, A. W. West; 1883-5, Wm. Livingston; 1886, John Hoffman; 1887, W. J. Passmore; 1888-98, H. Hasenpflug; 1899-1902, Robert G. Ranney.

*Assessors.*—1881, James Wood; 1882, Samuel S. Hanks; 1883, Fred. Stieflmeyer; 1884-7, John P. Becker; 1888-9, E. Gartung; 1890, Henry Spencer; 1891, J. P. Becker; 1892-4, W. M. Appel;





MILVERTON OFFICERS FOR 1902.

From Left:—R. Miller, Councillor; C. S. Kertcher, Councillor; David Smith, Councillor; William Zimmerman, Reeve; W. D. Weir, Clerk; J. Bundscho, Councillor.





1895-6, J. P. Becker; 1897, Wm. Milne; 1898, H. M. Schaefer; 1899-1902, W. J. Spencer.

*Collectors.*—1881-4, Conrad Hasenpflug; 1885-8, S. G. Dorland; 1889-94, H. M. Schaefer; 1895-8, Robert McCloy; 1899, G. P. Hoffman; 1900-2, H. M. Schaefer.

*Auditors.*—1881, John A. Kerr, Valentine Kertcher; 1882, J. A. Kerr, C. S. Grosch; 1883, Geo. Dippisch, C. S. Grosch; 1884, J. P. Becker, W. T. Park; 1885, W. T. Park, V. Kertcher; 1886, W. T. Park, C. Hasenpflug; 1887, E. Gartung, C. Hasenpflug; 1888, C. Hasenpflug, Jas. Torrance; 1889-90, Jas. Torrance, John Rothermal; 1891-4, Jas. Torrance, C. S. Grosch; 1895, C. S. Grosch, Wm. Milne; 1896-1902, Malcolm Macbeth, C. S. Grosch.

The municipal history of Mornington opens on the 16th day of January, 1854, when its first council took their seats at the board. The representatives on this occasion were Adam Chalmers, James Whaley, John Hamilton, John Nicklin, and William Rutherford. Prior to this election Mornington had no separate existence as a municipal organization, and formed a part of Ellice for municipal purposes. From its first settlement in 1843, which was again supplemented by a large influx of population in 1847-8, when surveying was completed, local government must have been imperfect and inadequate to meet the requirements of a rapidly growing settlement. Those gentlemen elect, therefore, having taken their seats and submitted their declarations of qualification, Mr. Samuel Whaley was appointed clerk; Mr. John Freeborn, assessor; Uriah McFadden, collector; and Charles Burrows, treasurer. The municipal machinery was, therefore, for the first time ready to be put in motion. Like other townships in this county, the first order of business was a motion in connection with school sections, thus opening up a department of local legislation which has been a source of greater friction amongst our people and greater annoyance to township councils than all other branches of municipal work. The council formulated a plan for dividing the township into sections, which they fondly hoped would be satisfactory, and terminate all agitation regarding schools. An elaborate map was drawn by some backwoods

scientist, creating nine sections, which on paper appear as models of compactness. Annexed to this plan is an explanatory statement setting forth the principle involved and probable cost to the people. In this document it is stated that, "according to this plan, in the event of the union being made, there will be an average of acres in each section of  $4,955\frac{1}{2}$ . In No. 1, 4,400 acres, and a like number in Nos. 5, 6, 7, 8, and 9. No. 2 will contain 5,600 acres; No. 3 will contain 5,600; No. 4 will contain 7,000 acres. In this section there is a separate school, which reduces it in fact to the smallest section in the township. It also embraces a large quantity of poor land. Keeping a school for 12 months in sections Nos. 1, 5, 6, 7, 8, and 9—teacher's salary, say, \$300 per annum—will require an average taxation of upwards of \$7.20 on each hundred acres. In sections Nos. 2 and 3—teachers' salaries, say, \$300 per annum—would require an assessment of \$6 on each hundred acres." "I am of opinion," the compiler goes on to say, "that sections 2 and 3 are not too large, but I am certain that sections 1, 5, 6, 7, 8, and 9 are too small for the present comfort of the ratepayers."

Regarding the latter statement made by this officer there could be no doubt. Small as these sums may seem to an affluent ratepayer at present, fifty years ago with many they were great amounts. How many acres of ashes, how many troughs-full of black salts (after hauling for miles over crossways and through mud holes of unsearchable depth) it would require to obtain \$6.00 old pioneers well know. This apparently equitable division was of short duration. Every subsequent council had its special deputation of appellants from all pre-existing arrangements. These delegations were often fierce and emphatic in their elucidations of new plans, setting at defiance the dignity of those in authority. In 1864 this intersectional war reached a climax. Every man's hand seemed to be against his brother, and a complete disruption of all former arrangements occurred. At one council meeting a solution of this important question would be reached satisfactory to all. Next session the whole would be over-turned, and a new order of things established. It was not

till expensive school buildings had been erected, and large sums invested in them, that this maelstrom of excitement died away. Yet, like an Icelandic geyser, while an occasional burst of hot spray may be now and again thrown up, it soon falls back in harmless impotency to its former condition.

Another question disposed of at this meeting was an application from Mr. William Hueston for a licence to keep a hotel, the first issued in Mornington under the statute of 1850. This was disposed of by recommending the applicant to sell until he "got notice to stop."

At a meeting held in February this question was settled by granting licenses to Wm. Hueston, John West, Robt. Armstrong, John McLevey, and John Henderson. Charges for these were fixed at £3 for a hotel, and £1, 12s., 6d. for a shop license. These important duties for supplying spirituous potations to the pioneers being completed, the council directed its attention to their spiritual conduct. Mornington's first by-law, therefore, enacts that "Any person found travelling on the Sabbath day or driving with horses or oxen or carrying burdens, except in case of necessity, shall be fined not more than 20s., nor less than 5s. for each offence, upon conviction thereof before any one of Her Majesty's J.Ps." A by-law was also passed allowing each councillor five shillings per day for his services; clerk, £12, 10s.; assessor, £10; treasurer, £3, 15s. It was ordered also that wild land was to be assessed at \$2 per acre, and cleared land at \$8. During 1864 the hotels in Mornington were increased to eight. A few years later the number was further increased to eleven, the greatest number ever existing in this township. Excluding Milverton and Newton, few hotels now exist.

On October 21st, 1856, a financial statement sets forth that £503, 10s., 3d. had been received from the clergy reserve fund, all of which had been expended in improvements on roads and bridges. On September 25th, 1857, we find another statement presented amounting to £646, 9s., 3d., of which £434, 7s., 6d. was for county purposes. The minutes of this meeting indicate that the council was moving too rapidly. When Mr. Wm. Grieve



and Mr. Rutherford moved the above sum to be collected, an amendment by Mr. Whaley and Mr. Shearer was offered, setting forth, "that the council make provision for 1856 before laying on anything for 1857," a very proper thing to do. A compromise was effected, and £739, 10s. was levied and collected for all purposes.

Assessors in 1858 were instructed to rate wild lands at \$3 per acre, being an increase of \$1, while cleared lands were placed at \$6.00, or \$2.00 per acre less than formerly. Why this should have been so there is nothing in the records to indicate. This council also adopted a most pernicious practice in advertising for tenders for all offices in the municipality. By an abandonment of its prerogative in this important function the records clearly indicate that public business had suffered. Wherever a plan of giving offices by tender has been introduced, accepting the lowest, public business has suffered. All councils in this county have now recourse to the legitimate and more honourable system of selecting and appointing persons qualified to discharge such duties as devolve on them in their several offices, granting fair and reasonable compensation for services rendered.

In 1858 a failure of crops occurred in Mornington, as everywhere else in Perth County. Recourse was had by the council to the fund set apart by the county council to aid poor and indigent settlers in procuring seed—and bread for their families in many cases. A certain portion was granted to Mornington, but the records are silent as to the amount, or the manner of its disposal.

Mornington is a highly favoured township in having a fertile soil and good drainage for surplus water. While those sections adjoining her have subjected themselves to heavy taxation in order to drain their swamp lands, this municipality has been comparatively free from imposts of this kind. It is true she has contributed a large sum to the Stratford & Huron railway, but not to any greater extent than other municipalities. Marketing facilities for a large section of Mornington are equal to any other in our county, and superior to some. A special grant of \$40,000 to the Stratford & Huron railway will in a short time be paid off, when her total liabilities will then be discharged. Even

with her payments to this debt, improvement has been rapid in every department, and she is to-day well to the front in this prosperous county.

It is a fact worthy of notice that no sooner did the pioneer enter this township than, as in other sections, he first built schools and next churches. Millbank Presbyterian church is the pioneer church of Mornington. First organized by Rev. Thomas McPherson, of Stratford, Rev. (now Dr.) McMullen, of Woodstock, was inducted into the charge on Nov. 5th, 1856. Service was held in the school house for some time, until a frame church was erected in 1857. In this building it was continued till 1891, when the present brick edifice was erected, at a cost of about \$5,000. As might be expected from the nationality of those pioneers near Millbank, a membership of about 140 was soon obtained. Although this has increased to 164, the commercial decadence which overtook Millbank subsequent to constructing the railway, has prevented great progress being made. A Sabbath school, with an attendance of about 65 pupils, meets every Sabbath day, under the superintendence of Mr. M. H. Reid. The present minister is Rev. W. Haig, who is assisted in his work by Samuel Boyd, Andrew Bennett, J. W. Chalmers, William Campbell, and M. H. Reid as elders.

What is now known as North Mornington Presbyterian church was organized in 1862 by Rev. Mr. Lowry, formerly stationed in Whitby. The old settlers in that section were largely Scotch and North of Ireland, amongst whom were the families of James Ridley, Alexander Patterson, Alexander Glenn, Samuel and John Watson, and James, Thomas, and William McGorman. These formed the nucleus of this new congregation as members, and now increased to 200. A Sabbath school is also conducted, with an average attendance of about 164 pupils under the care of Mr. David Welsh. In 1862 the first church was erected, at a cost of \$1,000. Arrangements are now being made for a new structure which will be in keeping with the wealth and importance of the congregation. This church is now in charge of Rev. John W. Cameron, and is quite progressive.

The Anglican church in Millbank is an old established congregation in Mornington, and was organized in 1856. For several years subsequent to that period services were held in the Presbyterian church, Rev. Mr. Newman, who was the apostle of Episcopalianism in the north, frequently officiating. In 1862 a brick building was erected at a cost of \$1,500. This was under the pastorate of Rev. H. Caulfield. Its membership at that period was not great, and it now has about fifty-six families, with Rev. Mr. Armstrong as incumbent. A Sabbath school is conducted in connection with this congregation, having an attendance of about 45 pupils.

Wesleyan Methodism appears in Millbank at an early period of its history, a frame building being erected in 1858 at a cost of about \$800. This branch of the Christian church has also suffered from a decadence of commerce in the village, and like other denominations maintains its position without making great progress.

Nearly sixty years ago Andrew Biessinger and George Stemmler, Germans from Rotenburg, settled in that portion of Mornington having Mack's Corners as a centre. No survey had so far been made, neither was there any settlement in the township excepting a few families in the southern part who had entered the woods in 1843. These two Germans were the founders of St. Mary's Catholic church at Hesson. Previous to 1855 those settlers who came subsequent to Biessinger and Stemmler travelled to St. Clements, where a mission was established, at a distance of 15 miles, to obtain church ordinances. Rev. Father Missner first visited St. Mary's in 1855. At this period it was known as "Huben Nix," signifying abject poverty. This was afterwards changed to Bethlehem, Mack's Corners, or Mackton, until it received its present appellation in honor of S. R. Hesson, Stratford, who was member of Parliament for several years.

Early in 1867 Father Glowskey was placed in charge of St. Clements and Hesson. He was succeeded in 1871 by Rev. Father Breeskoff, who continued pastor of both stations for ten years. During this period good progress had been made. A

separate school had been erected of logs, to which was annexed a small sanctuary, where mass was celebrated and church ordinances regularly dispensed to about twenty families then constituting this mission. The first pastor stationed at St. Mary's was Rev. Father Heitmann, but such was the condition of those comprising his congregation even at this late period that he was compelled to ask charity from those who were in duty bound from the sacredness of his office to have at least contributed a moderate sum to his support. The position of this poor priest must have been one of great hardship, indeed, when we consider that offerings on Sabbath days fluctuated between 12c. and \$2.00. His Easter offering was \$2, and at Christmas he was made unspeakably rich by receiving the sum of \$10. This priest was a good and kind-hearted man, a person of culture and literary attainments, and rests in an almost nameless grave in Stratford, buried by charity; the last rites of sepulchre being performed by Father Brennan, of St. Marys.

Meantime a change was rapidly approaching. In 1886 a residence was erected for the clergyman at a cost of \$1,000. During 1891 Bishop O'Connor, of London, visited Hesson for the first time in its history, and in 1892 was constructed at a cost of \$5,000 the present beautiful church, the whole being free from debt. In 1894 Rev. Father John Joseph Gnam was placed in charge of this mission, under whose administration it has been most successful, having now over seventy families who worship at St. Mary's, Hesson. On December 16th, 1902, a chime of bells was placed in the tower at a cost of \$1,000, whose mellowed cadence on the holy Sabbath morn can be heard far away in the home of many a remote worshipper. Evolution in this mission has been great, and it is now one of the most prosperous in this county.

Officers in Mornington from 1854 to 1902, inclusive, are as follows :—

*Reeves.*—1854-6, James Whaley; 1857, Uriah McFadden; 1858, Walter Pfeffers; 1859-60, John Smith; 1861, William Grieve; 1862, Richard Bennett; 1863-7, John Watson; 1868-72, Samuel Whaley;



1873-5, Valentine Kertcher; 1876-7, E. T. Rutherford; 1878-80, V. Kertcher; 1881, Dr. Jas. Johnson; 1882, Jas. Gibson; 1883-93, W. B. Freeborn; 1894-6, Hugh Jack; 1897-8, Charles Trim; 1899-1901, Hugh B. Kerr; 1902, David B. Grieve.

*Deputy-Reeves.*—1859-61, first deputy-reeve, Jas. Whaley; 1862, J. Watson; 1863-8, Robert McKee; 1869, Chas. Glenn; 1870, R. McKee; 1871, J. S. Bowman; 1872, Jas. Rutherford; 1873, Moses Laing; 1874-5, E. F. Rutherford; 1876-8, George McKee; 1879, Jas. Kines; 1880-2, W. B. Freeborn; 1883-7, Thomas Magwood; 1888-91, J. Grieve; 1892-3, Peter Zoeger first deputy, D. G. Nicklin second deputy; 1894, John Langford; 1895-6, C. Trim; 1897-8, John Campbell; office abolished.

*Councillors.*—1854, Adam Chalmers, John Hamilton, William Rutherford, John Nicklin; 1855, Chas. Burrows, Wm. Rutherford, J. Nicklin, Walter Pfeffers; 1856, W. Pfeffers, Alex. Patterson, R. McKee, Wm. Reid; 1857, Wm. Grieve, Wm. Rutherford, Jas. Whaley, Geo. Shearer; 1858, Wm. Rutherford, Uriah McFadden, Jas. Whaley, Wm. Grieve; 1859-60, John Chalmers, Jas. Riddell, Wm. Grieve; 1861, J. Chalmers, R. McKee, John Watson; 1862, George Magwood, P. McKee, Wm. Grieve; 1863, Richard Bennett, G. Magwood, J. Nicklin; 1864-6, G. Magwood, J. Nicklin, Alex. Roe; 1867, G. Magwood, J. Nicklin, Jas. Whaley; 1868, G. Magwood, J. Nicklin, Chas. Edwards; 1869, J. Nicklin, Chas. Edwards, Moses Laing; 1870, J. Nicklin, G. Magwood, M. Laing; 1871, G. Magwood, Chas. Brown, V. Kertcher; 1872, G. Magwood, Chas. Brown, David McCloy; 1873, G. Magwood, Thos. Hall, Allan Goodall; 1874, G. Magwood, A. Goodall, D. McCloy; 1875, G. Magwood, Wm. McConnell, Samuel Whaley; 1876, G. Magwood, Chas. Glenn, Jas. Baird; 1877, Jas. Baird, G. Magwood; Jas. Kines; 1878, Jas. Baird, Jas. Kines, Wm. McCormick; 1879, Wm. McCormick, H. W. Kerr, George Langford; 1880, Wm. McCormick, H. W. Kerr, Jas. Gibson; 1881, Wm. Johnston, Jas. Kines, Thos. Magwood; 1882, Jas. Gibson, Wm. Johnston, Thos. Magwood; 1883, James Baird, Jas. Gibson, Wm. Johnston; 1884, Jas. Gibson, Jas. Baird, Adam Fleming; 1885-6, Jas. Baird, W. F. Rutherford, H. B. Kerr; 1887, Wm.

Campbell, Hugh Jack, Hugh Kerr; 1888, Wm. Campbell, H. Jack, Chas. Trim; 1889-91, H. Jack, C. Trim, D. McCloy; 1892-3, D. McCloy, C. Trim; 1894, Wm. Johnston, D. J. Nicklin, C. Trim; 1895, Wm. Johnston, D. McCloy, John McCloy; 1896, John Campbell, D. McCloy, D. M. Nicklin; 1897, J. P. Griffin, D. McCloy, G. Shearer; 1898, J. P. Griffin, G. Shearer, D. McCloy; 1899-1900, David B. Grieve, J. P. Griffin, J. McCloy, G. Shearer; 1901, Robert Allingham, John Davidson, D. B. Grieve, J. McCloy; 1902, R. Allingham, J. Davidson, J. McCloy, David Swartzen-truber.

*Clerks.*—1854-7, S. Whaley; 1858, William Willcott; 1859-60, John W. Beaton; 1861, John Smith; 1862, John Jones (resigned), Chas. Fleming; 1863, M. McFadden; 1864-72, John Beaton; 1873, J. B. Rutherford; 1874-1902, John Watson.

*Treasurers.*—1854, Charles Burrows; 1855, continuously to 1902, Jas. Reid.

*Assessors.*—1854, John Freeborn; 1855, S. Whaley; 1856, Jas. Terriff, Robert Struthers; 1857, Jas. Terriff, Wm. Drake; 1858, Wm. Drake; 1859, Wm. Drake, Thos. Shearer; 1860-1, Jas. Baird; 1862, Wm. Drake; 1863, Moses McFadden; 1864-5, Wm. Drake; 1866-8, Thos. Hall; 1869, William Grieve, John Riddell; 1870, T. Hall; 1871, John Turnbull; 1872, Chas. Glenn; 1873, T. Hall; 1874, J. Kines; 1875, John Pfeffers; 1876, J. Kines; 1877-8, W. B. Freeborn; 1879, Wm. Loney, J. Turnbull; 1880-1, Jas. Magwood; 1882, C. Glenn; 1883-4, T. Hall; 1885-6, J. Grieve; 1887-8, S. Loney; 1889-90, Alex. Stewart; 1891, Jas. Hunter; 1892-4, Michael McCormick; 1895-1901, Joseph Gibson; 1902, Wm. J. Dowd.

*Collectors.*—1854, Uriah McFadden; 1855, John Gillespie; 1856, Samuel Watson, John Coulter; 1857, James Røe, John Legget; 1858, J. Roe, Wm. Hamilton; 1859, J. Roe; 1860, R. Struthers, J. Legget; 1861, J. Legget; 1862-3, G. Dorland, Alex. Patterson; 1864-6, S. J. Dorland; 1867-8, S. J. Dorland, S. Watson; 1869-70, S. Watson, R. Struthers; 1871, S. Watson, Wm. Moss; 1872, J. Kines; 1873, J. Watson, J. Kines; 1874-5, James Drummond; 1876, Joseph Williams; 1877-8, J. Drummond, Simeon

Loney; 1879, S. Loney; 1880, J. Drummond, John Swain; 1881, J. Drummond, S. Loney; 1882-7, J. Drummond, John Gamble; 1888, J. Drummond, S. Loney; 1889, J. Drummond; 1890, Albert Hall, J. Drummond; 1891-2, John Whaley, J. Baird; 1893-5, J. Whaley, Jas. Dowd; 1896-7, S. Watson, J. Whaley; 1898-1900, S. Watson, Wm. McConnell; 1901, J. B. Weir, S. Watson; 1902, Wm. D. Langford, Alfred Tanner.

*Auditors.*—1855, Chas. Jones, Joseph Hamilton; 1856, M. McFadden, C. Jones; 1857, J. W. Keeler, Samuel Watson; 1858-9, C. Jones, James Baird; 1860, J. W. Keeler, Robert Grant; 1861, George Regan, Thos. Caulfield; 1862-3, S. Watson, Charles Riley; 1864, James Boner, S. Watson; 1865-6, James Johnston, George Gamble; 1867, Charles Glenn, James Johnston; 1868, Dr. Martin, Richard Edwards; 1869, John Turnbull, John Riley; 1870-2, Andrew Mundall, John Riley; 1873, Samuel Patterson, James Crawford; 1874-5, Alex. Stewart, Joseph Pierson; 1876, A. Stewart, Thos. Caulfield; 1877, J. Pierson, T. Caulfield; 1878, John Gibson, John Turnbull; 1879, J. Pierson, J. Gibson; 1880-1, J. Gibson, William Barr; 1882, J. Gibson, T. W. Johnston; 1883-4, J. Gibson, Jas. B. Davidson; 1885-6, William Waddell, William Herron; 1887, William McCormick, W. Herron; 1888-90, Wm. Waddell, Wm. McCormick; 1891-8, Wm. Waddell, George Thompson; 1899-1901, G. Thompson, Samuel Boyd; 1902, G. Thompson, W. B. Freeborn.







WALLACE OFFICERS FOR 1902.

Standing, from Left:—Councillors Andrew Denman, John Burns, Samuel E. Smith, John Koch.  
Seated, from Left:—R. G. Roberts, Clerk; Jos. Walker, Reeve; John Stewart, Treasurer.

## CHAPTER XXII.

### WALLACE.

Wallace lies at the extreme northern limit of Perth County, and looks on the map as if it had been added as a matter of expediency rather than from contiguity. It is peculiarly shaped, being nearly triangular, with its south-west corner cut off by a boundary line extending about  $1\frac{1}{2}$  miles. On its southern side it is partly bounded by Elma, yet nearly separated from Perth by Grey, in the County of Huron. This triangular shape of Wallace resulted from the manner in which surveys were made in this section of Ontario. In the early days of this western province several roads were opened up, forming governing lines, from which townships extended backward on either side. That great road extending from Wilmot to Goderich is a good example of this principle, municipalities on its north and south sides being laid out with regularity. The Canada Company and crown lands surveys from the south, from Wellington and Waterloo on the east, and from Lake Huron on the west, all converge on the boundary lines of this triangular township.

This municipality was last to be opened up in Perth County. Over thirty years had passed away since that eventful period when John Galt and his friends passed on westward to Goderich, before the woodman's axe broke the solemn stillness of this great solitude. In 1852 a survey was ordered by Hon. John Rolph, commissioner of crown lands. This comprised concessions 1, 2, 3, and 4. These were set apart as common school lands. In 1854 the whole was completed by Mr. Wilkinson and P. Callaghan, P. L. S. Field notes in the crown lands office indicate an area of



51,398 acres, exclusive of roads which contain a further portion, amounting to 1,025 acres, making a total of 52,423 acres. Of this area 29,521 were common school lands.

The topography of Wallace differs somewhat from that obtaining in other sections of this county. While it is rolling, there are few of those long sweeping undulations found further south. Its surface is diversified by low elevations, irregular in outline and interspersed with depressions which at one period were swampy. Land of this character would be difficult to clear. Whatever advantage a logger might have on a declivity would be more than counterbalanced by a mass of rubbish in low places, forming a barrier almost impassable to the laborious pioneer. Much of this has now been cleared and are now fertile sections, producing abundant returns for labor expended in their reclamation.

This township was named in honour of a certain Baron Wallace, who was chairman of the agricultural board in Great Britain during the early part of last century. Although not opened really for settlement till 1855, a number of pioneers had located previously. In 1861 it had a population of 2,400. This was a very large number of inhabitantants for so short a period. At this time no winter wheat was planted in Wallace, but it produced in 1861 58,403 bush. of spring wheat from 3,112 acres; of barley, 89 acres produced 1,742 bush.; peas, 664 acres produced 11,499 bush.; oats, 881 acres produced 24,946 bush.; potatoes, 242 acres produced 20,660 bush.; turnips, 398 acres produced 69,747 bush.; of butter there were 38,000 lbs.; cheese, 667 lbs.; maple sugar, 20,852 lbs.; home-made flannel, 3,389 yards; wool, 2,782 lbs. Of carriages or buggies kept for pleasure there were ten, valued at \$550. Total value of live stock, \$67,418. Population in 1901, 2,693. Value of property, \$1,939,961.

The soil, while it may differ from those heavy clays found in other sections, is good. Amongst farmers it would be known as a sharp, warm soil, with porous substrata, forming an ideal combination for successful agriculture. That it has been cultivated with skill, and produced abundantly, is evident. Buildings, fences, roads, and other indications all point to good farming. A system

of husbandry has been pursued quite equal to those advanced methods introduced in older sections. Mixed farming has been practically adopted throughout. Co-operative dairying has not been accepted as a source of wealth as it has in Elma, although something has been done in this important branch of industry.

While much has been accomplished in a short period of forty-five years, the people have from time to time laid on themselves heavy burdens for improving their transportation facilities. There is no municipality in this county that has contributed larger sums in aid of railroads than Wallace. Beyond her liability for a share of our county debt which has already been discharged, and that portion still to be liquidated (nearly \$300,000 of which was predicated before this township had even been surveyed, and not one dollar of which was expended in her interest), large sums have been granted. She aided the W., G. & B. railway, the southern extension, and the Stratford & Huron railway to the extent of nearly \$60,000.

It may be that the debts contracted by the United Counties for the B. & L. H. railway—a portion of which she was compelled to assume—may have promoted the manifestations of disaffection once existing. Efforts were made for years by her public men to obtain a separation from Perth, a plan of redress now happily no longer considered. In a court of equalization, therefore, many circumstances present themselves in connection with this township not applicable elsewhere. In determining what ought and what ought not to be an equitable equalization in Wallace reference should be had to those circumstances which have compelled her to contribute so largely of her substance in promoting local improvements which to her were really of no direct advantage.

It is well to consider, also, that without these large expenditures of township funds, calculated to enhance real estate values, this and other northern municipalities would not have been available to so great an extent as contributors to the present requirements of Perth County.

Surveys in Wallace being completed in 1854, it was thrown



open for settlement in 1855, at a fixed price of \$2 per acre. A portion of this amount was returned by government as a contribution for local improvements. This rebate was afterwards known as the local improvement fund, and payable annually. Several settlers had located in Wallace previous to a survey being made. Mr. John Binning, no doubt, was first pioneer, locating where Listowel now stands in 1851. Later on in that year came James Stinson and his family, locating on what afterwards were lots 17 and 18, concession 6. In 1853 came the families of McWhinnie, Wilson, Brady, Richard and James Strong, who settled on concession 5. John McDermott, for many years a prominent man, was an early settler, and built the first saw mill. South-west were north of Ireland people and Scotch. Here we find McKee, Everal, Coughlin, Smith, and Thompson as first settlers. South-east are English and Scotch, as McAllister, Hunt, Bartley, Gordon, Binning, Dodds, Hay, and Climie. In the north are North of Ireland people, and settlers from Simcoe. Amongst these are Burns, Long, Moffatt, McDermott, Horne, Johnston, Kearns, Ranton, Hayes, Elliott, Warren, Henderson, Ruler, Brothers, and Ferguson. Edward Leggatt and Thomas Milligan were also early settlers. The pioneers who came from Simcoe had some experience in backwoods life. This was a valuable acquisition in a new country. Their knowledge of the work peculiar to clearing land was of great advantage to the unskilled immigrants from across the sea. Its proximity to Waterloo County and the older sections eastward created a large influx of experienced bushmen. In fifteen years from its first settlement Wallace had a population of 3,580, indicating rapid progress.

In this township are few villages, and those of little commercial importance. This condition does not arise from an unprogressive feeling amongst the people. Indeed, the contrary is true. The policy adopted at an early period of aiding railways had led to centralizing trade at two points, Listowel and Palmerston. These two important towns lying partly within her original borders, afford excellent facilities for disposing of goods at remunerative rates. At these two points, therefore, a large trade is carried on.

Gowanstown, about four miles north of Listowel, is now the seat of municipal government. At this village is a station on the G. T. R., also telegraph, express and post office, general store and hotel, now the only one, I believe, in this municipality. These business places, with several private residences, comprise this rural hamlet.

Kurtzville, situate about four miles from Gowanstown, on the same concession, is next in importance. This village was founded by John Kurtz about 1875, and contains a store, blacksmith shop, post office, saw and chopping mill, cooper shop, and brick and tile factory.

Wallaceville, now called Wallace, situated nearly four miles east of Gowanstown, was for several years subsequent to its first settlement a progressive point. A station having been built at Gowanstown had a deteriorating effect on its trade, seriously crippling its progress. At present there is a post office, general store, chopping mill, and a blacksmith shop. All these villages are situated on one concession and a few miles from each other. The country surrounding cannot be excelled for agricultural purposes.

A number of church buildings exist and religion appears to be more than an empty form. While several of these are regularly attended on the Sabbath day, Methodist union and other circumstances have caused several to be largely if not wholly abandoned for religious service. In Listowel and Palmerston nearly all denominations are represented, and are within easy distance of a large section of the township. People in the rural districts, therefore, avail themselves of attending service in these places to a much greater extent than in pioneer days, when facilities for travelling were not good.

The Evangelical Lutheran Trinity Congregation, "Missouri Synod," was organized in 1874. Originally there was only one church of this denomination in Wallace, when a separation took place, and another congregation organized. Its first minister was Rev. H. Brewer. When this new body was set apart they erected a frame church on lot 30, concession 5, since substituted by brick,

in which service is still held. Its first congregation was composed of 15 members, now increased to about 200 souls, with Rev. Henry Battenburg as pastor. In lieu of a Sabbath school, classes are held by the minister, having an attendance of about 44 pupils.

The Evangelical church, on lot 26, concession 7, was organized in 1895 by Rev. L. Rothermal, and a log building erected. Services were held in this structure till 1882, when the present brick church was constructed. This congregation has been prosperous, having now about 200 members. Mr. L. Good as superintendent conducts a Sabbath school with about 165 pupils. Rev. L. Wittick is the pastor now in charge.

The Evangelical Association, on concession 2, was organized in 1868, and a church erected in 1870, on lot 37, costing about \$1,000. Services are still held in this building. Its first minister was Rev. J. C. Staebler, whose pastorate comprised 33 members, now increased to 44. There is also a Sabbath school conducted by William Good, having an attendance of 50 pupils. Rev. L. K. Eidt, of Listowel, is pastor. The Evangelical church at Kurtzville was organized in 1889, and a stone building, erected by the Mennonites, was bought from that body, where services are still held. At its inception this congregation numbered 17 members, now increased to 47. About 50 pupils attend the Sabbath school in charge of Mr. Henry Fisher. Rev. Mr. Eidt is also pastor of this church.

In 1863 an Episcopal church was established near Shipley by Rev. Mr. Newman, who was an excellent and kind-hearted man. A brick building was erected, but this congregation did not prosper as others. Service is now held here in summer only, by Rev. Mr. Farr, of Atwood. A Methodist church, known as Stewart's, was erected on lot 15, concession 3, which is now used for Sabbath school purposes only.

At Mayne a Methodist congregation was organized at an early date. Subsequently a frame church was erected. There is a good attendance at this station, now in charge of Rev. David Rogers.

The Evangelical Association, at Wallaceville, is a large congregation, with a church building on lot 7, concession 5. Rev. Henry Dierlamm is pastor.

On lot 4, concession 5, is a Methodist church, under the pastorate of Rev. Mr. Bartlett. This congregation is quite progressive, having over 75 members. A Sabbath school is also conducted in connection, having an average attendance of 50 pupils, with Mr. James Dezell as superintendent.

At a very early period of settlement in Wallace a Mennonite congregation was organized, and a church erected on lot 43, concession 7. Montezuma Brothers was principal promoter of this mission.

On lot 3, concession 7, is Zion Methodist church. This congregation has erected a brick building, and has a membership of about 50. Under Rev. Mr. Bartlett this station is progressive. There is also a Sabbath school, having about 50 pupils, under Mr. E. C. Robinson as superintendent.

The Evangelical Lutheran church on lot 3, concession 9, was established at a more recent date than many others in Wallace. Since opening this mission a few years ago steady, if not rapid, progress is being made. Rev. Mr. Draschael is pastor.

Perhaps the oldest church in Wallace is that at Molesworth. This congregation was organized by Rev. Mr. Renwick at an early day. In the historical sketches of Elma and Listowel will be found further remarks on this mission.

Previous to 1858 Wallace had no separate municipal history. From its first settlement it formed a part of that district composed of Logan, Elma and Wallace. This large section of country was governed by one council, whose place of meeting was Mitchell, over twenty miles away. Rapid influx of population led to dismemberment—a change rendered necessary for making those improvements requisite to development. Mr. D. D. Campbell was appointed by the county council to conduct the first election. On January 18, 1858, Mr. Campbell, as acting clerk, presided over Wallace's first council. This body was composed of Freeborn Kee, who was chosen reeve, Jas. Bolton, John McDermott, John Wilson and Joseph Farncomb. After completing those formalities usual in organizing a new council, their first motion was one regarding a union school section between Elma and



Wallace, comprising lots 17 to 32, inclusive, concession one. Thus, in common with all other municipalities, a school section war began, which continued for many years before an adjustment was reached. At this meeting another motion was introduced, somewhat pernicious in its results, and one I regret to say longer acted upon in this township than any other in this county. This was a subordination of their own dignity by asking tenders for those offices which it was a part of their prerogative to bestow. Adopting this principle subrogated their intelligence to a mercenary consideration of dollars and cents. When a council or councillors shrink from exercising those powers conferred upon them by statute, they are no longer equal to their duties, and their conduct detracts from the dignity of that position they are called upon to fill. The prerogative of appointing fit and proper officers as servants of the people is one which no representative man can ignore. To select an officer from several applicants on the score of clamorous importunity or pecuniary need as expressed in his tender, in preference to natural fitness or acquired experience, is not conducive to carrying out those ideals essential to a progressive democracy.

At a meeting in February tenders for offices were opened and read. These were, indeed, extremely modest; Mr. Christopher Massey Hemsworth's — being \$45 per annum for clerk — was accepted. Whatever may have been Mr. Hemsworth's other qualifications for this position, as a caligraphist he had no equal amongst municipal officers in this county. For treasurer, William Craig received \$40; assessor, William Henderson, \$50; collector, James Stinson, \$40. These amounts were quite inadequate as compensation for duties to be performed by these officers, and could only have been accepted through lack of knowledge regarding the requirements they would be called on to perform. Except Mr. Hemsworth, who retained his position for many years, a change was quickly effected in all other offices. The mantle of this old officer seems to have fallen on the present incumbent, whose long period of service as clerk of Wallace has been characterized by a faithful discharge of his duties.

A second meeting was held in February, 1858, and an attempt made to dispose of school section difficulties by one sweeping measure of organization for the whole township. A by-law was passed creating ten districts, four of which were unions. This enactment was considered an equitable one, and it was fondly hoped that the excitement which had been so prevalent would soon subside. But, "the best laid schemes of mice and men gang oft agley." The trend and varying progress ever present in a new country, with other exigencies constantly arising, rendered abortive any attempt at a prompt solution of school boundaries. Re-adjustment after re-adjustment took place, and it was not till expensive and more permanent buildings were erected that school legislation was eliminated from local politics.

At this meeting other important measures were passed, such as defining those securities to be given by township officers. The clerk was required to give bonds for £300; treasurer, who was also clerk after this year, £3,000; collector, £1,250. Councillors were each to receive \$2 per day for each day at the board. By-laws were passed regulating houses of entertainment, of which this township appears never to have had more than five (at present there is only one). License fees were fixed at \$14 per annum for hotels, with 70 cents to the clerk for issuing. On March 23, with a promptness worthy of imitation by all governing bodies, a settlement with the newly separated municipalities was made, and duly ratified by all parties. This report allows liabilities against Logan amounting to £286, 8s., 8½d., with a counter claim against Wallace of £112, 10s., or a balance in favour of the latter amounting to £173, 18s., 8d. Copies of this report are signed by Mr. Robert Jones, reeve of Logan, and Alex. Campbell and Patrick Collins on behalf of Wallace. At the next session a scheme was inaugurated for a public library, and \$100 granted to purchase books. Regulations highly commendable were formulated for extending its usefulness. Like those attempts made by other municipalities, education through the medium of a circulating library did not succeed. Machinery in every case was set in motion, but the impetus was soon exhausted, and, as far as

councils were concerned, received no further attention. Another suggestive motion frequently occurring in old minute books sets forth that—"crossways may be made of any kind of timber except basswood, string pieces not to be more than ten inches in diameter, cross logs not less than six inches at the top end and not less than fifteen feet in length." In August an intimation from the county clerk was read that \$1,605 was to be levied for county purposes. Several schools also applied—No. 6 for \$252; No. 3, \$280; No. 7, \$65. A total rate was ordered by the council to be collected amounting to \$2,109. In February, 1859, the securities given by township officers were again re-considered, the collector being required to give as surety 800 acres of land subject to approval of the board.

From a statement made in March, 1859, we are afforded an insight into pioneer life in a dark period of its history. A failure of crops in 1858 was followed by great hardship and distress in many backwoods homes throughout Perth County. In a township so recently settled as Wallace, where the contest with poverty was at its crucial point between success and failure, losing a year's labour fell on a struggling pioneer with crushing effect. Application was made for a share in the relief fund set apart by the county council, which was demanded in all municipalities to a greater or less amount. In Ward No. 1, Wallace, was distributed 82 barrels flour and 328 bush. wheat; No. 2, 101 barrels flour and 105 bush. wheat; No. 3, 56 barrels flour and 87 bush. wheat; No. 4, 36 barrels flour and 110 bush. wheat; No. 5, 85 barrels flour and 116 bush. wheat, making a total of 240 barrels flour and 746 bush. of wheat. For some reason unexplained applicants received three-quarters the quantity of flour asked for and five-ninths the quantity of wheat.

At a meeting held on August 15th, 1860, a petition was presented, praying that by-law No. 34, prohibiting the sale of spirituous liquor, be repealed. Another petition of an extraordinary character, was also presented, "praying that a meeting of ratepayers be called to discuss the propriety of preventing the county council from constructing a gravel road through the

township." Also, "to consider the propriety of petitioning parliament to grant a separation of Wallace from Perth, and annex it to Wellington or a new county to be formed." As a matter of fact, Wallace, by the authority of parliament, was placed in both Perth and Wellington Counties. It was not, therefore, till complete organization was effected in Perth that the mistake was rectified. These proceedings indicate a certain amount of discontent, which no doubt existed for many years subsequent to these events. Characterized by bitterness it certainly was, when efforts were made to prevent the county council from carrying out much-needed improvements. As to separation, there could be no valid reason for such a movement. Nothing could be gained by annexation to Wellington. Distance from Stratford may have been an argument in favour of dismemberment, but would be quite as applicable in the other case. In 1879 the matter culminated in a meeting held at Harriston, where a plan was submitted. The new county was to be called "Blake," and to be composed of the townships of Minto and Maryborough, from Wellington; Mornington, Elma, Wallace, and Listowel, from Perth; and Grey, Howick, and Turnbury, from Huron. Arrangements were made to bring the whole matter before parliament. Delay ruined the scheme.

An important product of this new fertile country was a crop of energetic country towns, who like all youths were progressive and consequential. Listowel, Harriston, and Palmerston previous to 1879, when the last meeting was held, were all aspiring to the dignity and importance of being a county seat. Their anxiety in this instance appears to have outgrown their discretion. Each one of them was determined that if it could not receive the decided advantage for itself, it would as far as possible prevent other aspirants from succeeding. Thus the whole plan, which never was good, became at once abortive through petty jealousy of each other. While this scheme of a new county was unsuccessful, a complete change of policy soon took place amongst the people regarding gravel road improvement. In 1863 the central gravel road leading northward from Listowel was in course of construc-



tion. This was a great boon to Wallace in enabling her people to transport their surplus products with some degree of comfort.

About 1860 certain events transpired in this township which literally leaves an impression on all official papers emanating from its council. Memories of these are embodied in the coat-of-arms engraved in its corporate seal. Prior to 1865 Wallace had no corporate seal. It is true her public documents had a distinctive character, arising from a plentiful application of red sealing wax stuck near official signatures. Meantime, two events in Canadian history had taken place which gave rise to an idea afterwards formulated into a coat-of-arms, the most unique, and, I dare say, appropriate of any corporate signet in this county.

In September, 1860, the Prince of Wales, now King Edward, visited Canada. At Kingston all classes, orders and societies had erected arches in his honour. Amongst others that of the Orange order. The Duke of Newcastle, who was guardian of the Prince, refused to enter the city unless this obnoxious arch was removed. Of course it was not removed; His Grace, therefore, did not at that time visit Kingston. This was accepted as a direct insult to the order and their principles. During the period of this excitement an election was held in this county. T. M. Daly was candidate of the Conservative party. Hon. Michael H. Foley, a Catholic, was the candidate of his opponents. Wallace gave a large majority for Mr. Daly, which aroused the indignation of the *Toronto Globe*. This paper had been endeavoring, since the incident at Kingston, to unite the whole Protestant party, but utterly failed with the Orangemen. In a spirit of retaliation it accused the Tories, and Orangemen in particular, of having recourse to intimidation in Wallace, preventing their opponents from recording their votes. Be this as it may, the *Globe*, having exhausted its repertoire of vituperative political epithets, at last stumbled on that of calling the Wallace Tories, "Daly's Lambs," or "Wallace Lambs." Meantime, Hon. John Hillyard Cameron, who was Grand Master of the Orange order, had been sent to England with the address of the Canadian Orangemen. He was graciously received by Her Majesty, who accepted the address,

thus gaining a triumph over Newcastle. A double victory had been gained, one over Newcastle and another over Mr. Foley. It was determined these should be commemorated in a corporate seal. On this insignia of authority two wreathes of maple leaves spring from the lower side extending upwards, branching right and left, forming an alcove in the centre supporting a crown as a symbol of loyalty in both parties. In the centre of this alcove stands the lamb, a perpetual memorial of meekness and good-will to all men, and safe under the protecting ægis of British power.

The term "Wallace Lamb" really originated at an election in the adjoining County of Wellington, between Mr. Chas. Clark, the Reform candidate, and Mr. Gowan, Conservative. Mr. T. R. Ferguson, M.P. for Simcoe, was a relative of Mr. Gowan, and assisted at the contest. On the evening of the first day's polling it was rumoured that the Reformers had recourse to intimidation, preventing Mr. Gowan's friends from voting. A large number of Wallace people were from Simcoe, and to them Mr. Ferguson applied for support, and the clans were aroused. From a letter written by Mr. Jas. Robinson, of Crandell, Manitoba, who was an actor in the scene, we subjoin an extract as indicating what was not uncommon in old times at election contests:—"Early on the morning of the second day the men of Wallace were there in great numbers, marshalled by T. R. Ferguson, when whiskey ran galore and riot ran high. Every man was armed with a good stout stick, and no surrender was the word. The opposing forces soon came together, and hostilities began, continuing with varying success for both parties. In the melee Mr. Ferguson could be heard far above the din calling to his friends, 'Be quiet, my dear lambs; be quiet, my sweet lambs.' It was on this occasion, and at the riots in Hustonville where they were dubbed lambs. Had they been called lions the name would have been more appropriate." At the close of an election it often happened that the evolution of phrenological development had been rapid, varied, and abundant. Many an old settler who had gone to exercise his franchise, with a head as smooth as a turnip, returned with his cranial organism so corrugated in outline as would have been a very symposium for investigation to Combe or Fowler.

Prior to 1867 this township had no railways nearer than Stratford or Mitchell, entailing great inconvenience in moving surplus farm products to market. An offer by the W., G. & B. railway board of directors to run their line through its northern section was hailed with delight. A by-law granting \$25,000, payable in twenty years, was submitted in September, and carried by a good majority. On September 23rd, 1871, a further bonus of \$10,000 was granted to the southern extension onward to Listowel. In 1873 a county by-law was passed, granting \$80,000 to the Stratford & Huron, and \$40,000 to the Stratford & Port Dover railroads, also passing through Wallace. Independent, therefore, of a share of the county bonus, which she would be required to pay, in 1874 another \$10,000 was granted to this road. Thus, during three years, directly and indirectly, financial responsibilities had been incurred in this township amounting to nearly \$60,000. Having made these liberal grants, it was several years before Wallace had a station within her limits. Long and persistent efforts had been made, culminating in a threat of legal proceedings, before the railroad carried out their agreement, opening a station at Gowans-town, being the basis of their contract in obtaining a bonus. While this township had granted substantial aid to these great improvements, she had a source of income from school lands which relieved her to some extent from pressure under these obligations. Prior to 1886 revenue derived from school land sold amounted to \$24,545. This had been paid by the government as her share of the improvement fund.

In Wallace at present transportation facilities are good. Two energetic and progressive towns have been carved partly from her limits. Of these, Palmerston, as a railroad centre, rivals Stratford in importance. Trains are despatched from this point in all directions by which every corner of this county can be reached. A station at Gowans-town affords a convenient shipping point for surplus products in that section. Schools are equal to any in Perth County. Farm buildings attest a high degree of thrift and intelligence amongst her settlers. Roads, while all are not equal to those in some other municipalities, are rapidly improving

These advanced conditions all indicate a fertile soil and skilful development in agricultural methods.

Following is a list of municipal officers from the period of organization to 1902 :—

*Reeves.*—1858-60, Freeborn Kee; 1861-3, John McDermott; 1864, James Bolton; 1865-73, John McDermott; 1874, Jos. H. Craig; 1875-80, John McDermott; 1881-4, George Follis; 1885-9, James Robinson; 1890-6, G. V. Poole; 1897-8, John Willoughby; 1899-1900, John Brisbin; 1901-2, Joseph Walker.

*Deputy-Reeves.*—1862, George Mills, first deputy-reeve; 1863, Wm. Follis; 1864, Freeborn Kee; 1865, Wm. Follis; 1866, Daniel D. Campbell; 1867-8, Wm. Follis; 1869, Edward Luck; 1870-3, Andrew Little; 1874-5, George Follis; 1876-8, Alex. Kennedy; 1879, John Willoughby; 1880, Alex. Kennedy; 1881, John Willoughby; 1882-4, Alex. Kennedy; 1885-9, John Willoughby; 1890-4, Alex. Kennedy; 1895-6, John Willoughby; 1897, Henry Coghlin; 1898, Joseph Walker.

*Councillors.*—1858, James Bolton, J. McDermott, John Wilson, Jos. Farncomb; 1859, J. Bolton, J. McDermott, J. Wilson, Wm. Climie; 1860, J. McDermott, J. Wilson, Wm. Hemsworth, Joseph Farncomb; 1861, Richard Strong, Wm. Follis, D. D. Campbell, James Bolton; 1862, Wm. Follis, D. D. Campbell, R. Strong; 1863, R. Strong, D. D. Campbell, James Mulvey; 1864, D. D. Campbell, J. McDermott, J. Mulvey; 1865, D. D. Campbell, Lewis Bolton, Mathew Donelly; 1866, Wm. Ferguson, John Mills, James McGee; 1867, R. Strong, James Griffith, Joseph Kee; 1868, R. Strong, M. Donelly, Thomas Greer; 1869, M. Donelly, Andrew Little, John Warren; 1870, M. Donelly, John Mills, G. Follis; 1871, G. Follis, J. Mills, M. Donelly; 1872-3, G. Follis, J. Mills, William Thompson; 1874, J. Mills, Alex. Kennedy, William C. Lewis; 1875, J. Mills, A. Kennedy, Philip Orth; 1876, J. Mills, P. Orth, James Robinson; 1877, J. Mills, J. Robinson, William Ferguson; 1878-9, J. Mills, W. Ferguson, Thomas Speers; 1880-3, W. Ferguson, W. Robinson, William King; 1884, W. Ferguson, Michael Farncomb, James Moffat; 1885, W. Ferguson, Robert Craig, Jacob Walter; 1886, R. Craig, J. Walter, John Brisbin;



1887, J. Brisbin, John Little, R. Craig; 1888-9, J. Brisbin, Geo. Little, Valentine Berlet; 1890, G. Little, William A. King, Henry Coghlin; 1891-4, W. A. King, H. Coghlin, William Morley; 1895, H. Coghlin, W. Morley, Gustave Nickel; 1896, H. Coghlin, John Brisbin, Joseph Walker; 1897, W. Morley, J. Walker, Gustave Nickel; 1898, W. Morley G. Nickel, J. Burns; 1899-1900, J. Walker, W. Morley, J. Burns, Samuel E. Smith; 1901, W. Morley, J. Burns, S. E. Smith, John Koch; 1902, J. Burns, S. E. Smith, J. Koch, Andrew Demman.

*Clerks.*—1858-71, Christopher Massey Hemsworth; 1872, William Hemsworth; 1873-5, Marmaduke Hemsworth, resigned, R. G. Roberts, appointed; 1876-1902, R. G. Roberts.

*Treasurers.*—1858, William Craig; 1859-71, Christopher M. Hemsworth; 1872, Wm. Hemsworth; 1873-75, Marmaduke Hemsworth; 1876-1902, John Stewart.

*Assessors.*—1858, Wm. Henderson; 1859, Chas. Adams; 1860, Wm. Henderson; 1861, Jas. Stinson, Edward Leech; 1862, Wm. Henderson; 1863, Samuel Davidson; 1864, Robert Newton; 1865, Freeborn Kee; 1866, George S. Climie; 1867, F. Kee; 1868-9, Joseph H. Craig; 1870, John Stewart; 1871-2, Joseph H. Craig; 1873, Alex. McKay; 1874, Wm. J. Stewart; 1875, Robert Wilson; 1876, Jos. H. Craig; 1877, Wm. J. Stewart; 1878, Jos. H. Craig; 1879, Wm. Stewart; 1880-2, Jos. H. Craig; 1883-4, Adam Hunt; 1885, John Strong; 1886, Lloyd Bourns; 1887-90, John Strong; 1891-2, Thos. C. Greer; 1893-6, S. E. Hunt; 1897-1902, Adam Strong.

*Collectors.*—1858, Jas. Stinson; 1859, Chas. Adams; 1860-1, Wm. Henderson; 1862, George S. Climie; 1863, Thos. McDowell; 1864, Jas. McIlroy; 1865, Jos. Kee, John Warren; 1866, John Warren; 1867-8, Jas. Robinson; 1869, George McKee; 1870-3, Jas. Mulvey; 1874-5, Wm. Follis; 1876-8, J. Warren; 1879-80, Jas. Simpson; 1881-4, Valentine Berlet; 1885-97, Jas. Simpson; 1898-1902, John Nelson.

*Auditors.*—1859, Wm. Hemsworth, Robert Martin; 1860-1, Thos. McDowell, E. Leech; 1862, John Michie, Thos. McDowell; 1863, Thos. H. Gowan, J. Michie; 1864, Robert Newton, R. W.

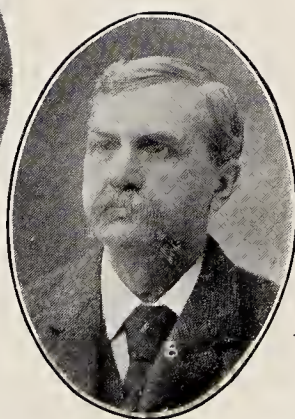
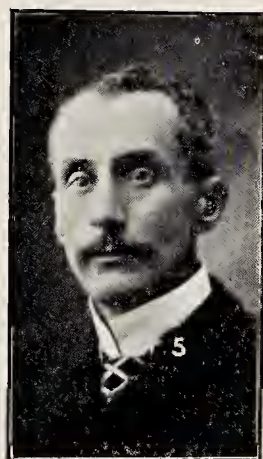
Hermon; 1865, Alex. Morrow, Joseph H. Donnelly; 1866, Samuel Davidson, Freeborn Kee; 1867-8, Andrew Little, Robert McDowell; 1869-70, G. McKee, F. Kee; 1871, G. McKee, Thos. McDowell; 1872, Wm. Follis, John Stewart; 1873, George B. Gordon, F. Kee; 1874, Geo. S. Climie, Mathew Donnelly; 1875, J. Stewart, Jas. Robinson; 1876, Jos. H. Craig, Robert Wilson; 1877-9, John Mason, Wm. Follis; 1880, J. Mason, Wm. Turnbull; 1881-2, George V. Poole, Wm. Turnbull; 1883, J. Mason, G. V. Poole; 1884-9, Henry Coghlin, G. V. Poole; 1890, Adam Hunt, Wm. Somerville; 1891-5, Wm. Somerville, George Howie; 1896-7, Wm. J. Somerville, Wm. J. Turnbull; 1898-1902, Harvey Ellis, Wm. J. Turnbull.

## CHAPTER XXIII.

### ST. MARYS.

Not a more beautiful spot in the valley of the Thames could have been chosen for a town than that at Little Falls. A triple descent over three ledges of rock, each from two to three feet in perpendicular height by the river whose volume in pioneer days was very great, formed a scene which, indeed, must have been most impressive. Its picturesque environment in these beautiful valleys, withdrawing north, south and east, must have formed a scene in dreamy October days so vast, so varied in its variegated colors, as to impress the first adventurers by its singular magnificence and splendour.

To this spot came Mr. Thomas Ingersoll in 1841, and was first pioneer at Little Falls. Subsequent to Blanshard being surveyed, in 1839, Mr. Ingersoll had made certain arrangements with the Canada Company to erect a saw and grist mill as an inducement for settlers to locate in this new township. To attain an object so desirable Mr. Ingersoll sent a staff of workmen to proceed with these improvements in the autumn of 1841. With these pioneers came James McKay, still living in St. Marys, and last remaining of those hardy backwoodsmen who came to Little Falls previous to 1845. A saw mill was erected on what is now Water street, on its west side, and close to Trout creek. At this point was cut down the first tree in St. Marys. A log house was erected, into which William Carroll came with his wife and child, also in 1841. This building was used as a boarding house for Mr. Ingersoll's workmen and such travellers as ventured into this remote settlement. Another log house was erected on the northwest corner of



# ST. MARYS OFFICERS FOR 1902.

1. Frank Butcher, Mayor. 2. Leonard Harstone, Clerk. 3. H. A. L. White, Auditor. 4. Robert Graham, Councillor. 5. R. C. Hunter, Councillor. 6. David Curry, Councillor. 7. Wm. A. Fisher, Councillor. 8. Gillean McLean, Auditor.





Water and Queen streets, and another near the corner of Church and Park streets by Mr. Tracey. These buildings were completed in 1842, and constituted at that period the hamlet of Little Falls.

Prior to 1844, as will be noticed by a reference to "Historical Sketch of Blanshard," a number of settlers had located in this new section. On the occasion of a visit during that year by Mr. Jones, Canada Company Commissioner at Goderich, who was accompanied by his wife, it was decided by the citizens that a more euphonious name than Little Falls should be given to this now important village. The honour of giving a new name was accorded to Mrs. Jones, who had subscribed ten pounds towards erecting a school. This building stands on the corner of James and Queen streets, and is still used for school purposes. Mrs. Jones, therefore, named Little Falls in honour of herself, calling it St. Marys, her name being Mary. The next buildings erected in St. Marys were two stores, one by Mr. Cruttenden, from Beachville, and another by James McKay. These stood together about the centre of the block between Water and Wellington streets, on Queen street, north side. This was in 1843. On the south side of Queen street was another log building, erected also by Mr. Cruttenden for a hotel, the first in St. Marys. Between this hostlery and Water street was fenced in with a rail fence, forming an enclosure where the oxen were fed while their owners were guests of the hotel or transacting business elsewhere. This space was afterwards occupied for a period of nearly fifty years by the National hotel, and now by the Whelihan block. South of this cattle yard, east side of Water street, was a coal pit, where coke was made, to supply the only blacksmith shop in Blanshard. This shop was opened by a person named Smith, near where is now the post office, corner of Jones and Water streets. The next important branch of trade established in St. Marys was that of shoe-making, by Mr. Dunn. Meantime Mr. Ingersoll had completed his grist mill, and St. Marys began to assume the airs of a smart business centre.

During these years, between 1841 and 1844, Blanshard was rapidly filling up, and a number had penetrated into the woods far

west of the river. Amongst others an enterprising and courageous young pioneer, weary of his lonely condition and the cold, cheerless aspect of his log cabin, sought out a fair one on whom he could centre his affections and make her the cherished ornament of his home life. Amid those leafy shades of Blanshard's lovely valleys he woo'd and won a fair backwoods maiden. They had arranged to abridge the period of their courtship, and complete their happiness in a most proper and orthodox way by entering into the closer relationship of matrimonial life. With these very natural and highly honourable intentions they repaired to Little Falls, as a likely place where a clergyman could be found, who, by performing the ceremony, would consummate their bliss. Fortune so far had favoured them, a minister, by chance, happening to be visiting at Little Falls, who would, doubtless, be pleased to complete their happiness. A license had been procured from London some days previous, and everything seemed pointing to a happy termination. But, alas for all human expectations. The river was rolling in terrific fury from bank to bank, and they had no means of crossing. On its east side stood the minister, with that wild, rolling stream dashing between him and the young people on its western shore. Hope seemed for a moment to die in their hearts. But it was only for a moment. It is said love laughs at locksmiths, as it does at foaming rivers. If the license could be sent across proceedings might go forward. Even this obstacle could be overcome, and was overcome by the ingenious bride. No solution of their difficulties was presented by the bridegroom. "Tie the license around a stone," whispered the blushing maiden, "and throw it over." This plan was adopted, and the marriage solemnized, let us hope to the supreme contentment of her whose timely suggestion had been productive of such happy results.

On Jones street, near the river, yet stands unprotected in its lonesome decay an old landmark in St. Marys—an aged maple tree. This old tree has a history. It was under its spreading branches the minister stood when the young couple waited on the other side. Here he pronounced those obligations and respon-

sibilities they were to assume ere they entered that delectable land, amid whose hills and vales they were destined to wander till death should sever them. Under this old tree he stood and listened for the irrevocable pronouncement of that youthful pair, who, with hands clasped, called above the noisy waters, "I will." Never was such a marriage consummated in St. Marys. There were no pages on that occasion, no orange blossoms, no flower girls, no canopy of ambrosial aromatic sweets. Aye; but it was none the less loyal, nor less happy, that it was celebrated under the wider and more glorious canopy of heaven—God's heaven. What if there were no organ's soft swell in measured tones of the wedding march, was there not a more beautiful cadence in that rolling river, intermingled with birds' sweet songs in that old tree, which seemed to lift its leafy head more proudly at such a time to a sunlit, cloudless sky.

From 1841 to 1844 Little Falls had no postal facilities beyond that supplied by Mr. Cruttenden and Mr. McKay. These gentlemen were self-constituted postmasters and mail carriers. Mr. Cruttenden, when he brought his supplies from Beachville, brought mail also. This was distributed by himself and Mr. McKay to their several customers as they chanced to call. As Blanshard was speedily settled, Little Falls grew rapidly. Queen street was cleared of its ancient covering of timber. A great bank of gravel, about twenty feet in perpendicular height, which crossed it at right angles where the town hall and Windsor hotel now stand, was levelled and made suitable for traffic. Business men had gathered in and erected buildings. Messrs. Edward Long, Milner Harrison, George McIntyre, Moscrip, Barron, Flaws, McCuaig, McDonald, Hutton, Guest, and many others had largely extended its commercial interests, supplying new settlers with goods necessary to backwoods life. Streets were now laid out, and a few private residences began to appear here and there amongst those black stumps which still disfigured its principal thoroughfares. Queen street presented a busy scene of traffic with oxen and sleds. Stores were being erected, much distinguished by a simplicity in architectural design. These were built



usually with gables to the street, and were low structures, in whose interior were displayed a class of goods suitable to pioneer life—potash kettles, logging chains, cow bells, axes, cow-hide boots, moccasins, home-made flannel, maple sugar, and fat pork having prominence. In a place of such importance, therefore, postal facilities could not longer be delayed. During 1845 a regular mail service was established from London, and Little Falls, or St. Marys, became a trading centre for a great extent of fertile country.

It was not till a period subsequent to 1860 that St. Marys began to assume its present appearance. Prior to that time few good buildings existed, and these were on Queen street. All fine structures were of stone. The Oddfellows' hall, the largest and most massive building in St. Marys, is also of stone, and would be creditable to a much larger town. As late as 1870 brick was not used to any extent for building purposes, all permanent structures being of stone, from which arose that familiar appellation, "Stone Town." Although inexhaustible deposits of rock are found in close proximity, nearly all new structures are now built of brick. This seems an improvement, relieving that monotonous regularity on the principal streets. As late as 1860 St. Marys could boast of comparatively few residences, and these were modest, indeed. Excepting a large dwelling, now owned by Messrs. Weir, which crowned the hill-top on Church street south, all others were destitute of ordinary architectural embellishment. This residence was erected by Mr. Tracey, an old pioneer, who was owner of a portion of that land on which the town is built. This eminence is now most beautiful, and every way worthy of those luxurious dwellings that nestle here and there amongst a mass of foliage crowning this height. Forty years ago this spot was naked and bare, presenting a cold and cheerless aspect.

The only public building worthy of mention, even for several years subsequent to 1860, was the central school. This structure still remains, and although it does not challenge our admiration in its commonplace outlines, it has the merit of being substantial. During the autumn of 1859 was completed another rookery,

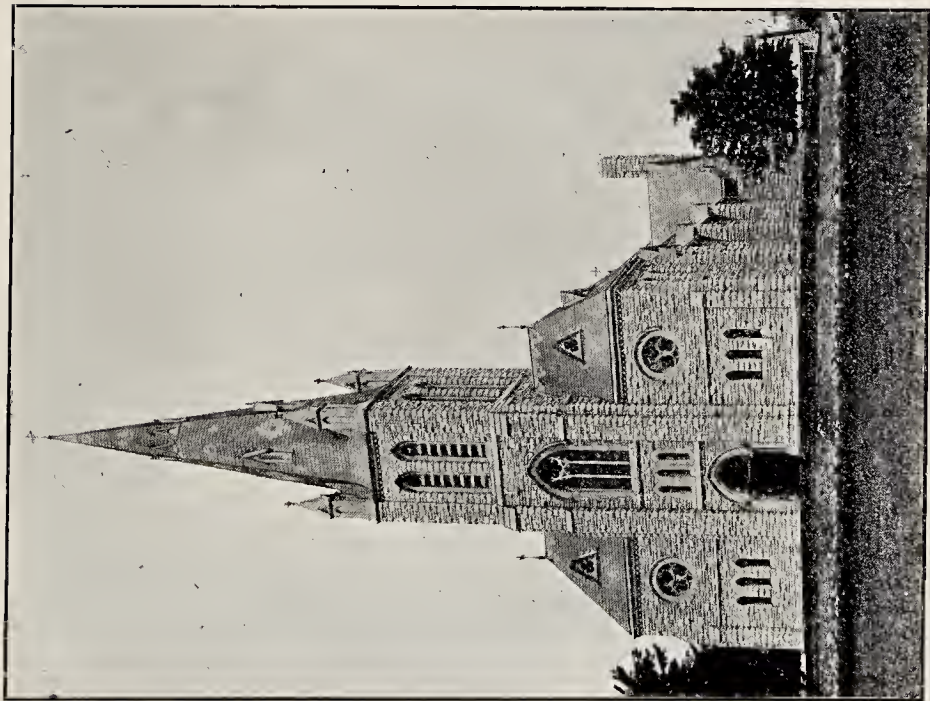
dignified by the appellation of town hall. This crowning effort of embellishment was quite multifarious in the various objects it was designed to accommodate. It was built of frame, painted a dirty yellow. A small erection on its roof like a pigeon-house was denominated the cupola or bell tower. Its exterior aspect, uncouth though it was, scarcely indicated the conditions of its interior arrangements as far as color or odor was concerned. It was a useful structure, and within its filthy walls were located a mayor's office, town clerk's office, police office, jail, several butcher stalls, and various repositories for hides, whose redolent effluvia would have indicated a splendid subject for investigation by our present board of health. This old place was destroyed by fire several years ago, and in 1891 a magnificent new building raised in its stead, worthy of the citizens and highly ornamental to the town.

In 1858 the Grand Trunk railway reached St. Marys, giving an impetus to all classes of trade, which was of great advantage to all. For years subsequent to this event St. Marys grain market was far in advance of any surrounding business centres. On the streets could be seen every day a dozen of grain buyers, all busy, with long strings of loaded waggons pouring into town from all directions. During autumn the market square was for several hours each day blocked with teams, and extending down Queen street as far as Wellington was a mass of men and horses, with wheat and other products awaiting an opportunity to move onward. George Carter, the pioneer grain merchant of St. Marys, was for twenty-five years a conspicuous figure amid this bustle and apparent confusion. Mr. Carter was in many respects a daring speculator, and in his most energetic days did much to maintain the precedence this town had gained as a grain market. A vast quantity of produce flowed into St. Marys at that period, the Grand Trunk being the primary cause, which in a few years was disseminated amongst several other points. In 1860 the main line was opened to Sarnia, and markets were established in Lucan, and, later still, in Granton. This seriously affected the western trade, and the subsequent building of the London, Huron

& Bruce railroad destroyed it to a still greater extent. The opening of these roads, though most advantageous to the sections of country through which they passed, almost for a time paralyzed St. Marys. During the last ten years many evidences of returning prosperity are observable, arising from causes which we trust will be lasting and conducive to solid progress. To facilitate the volume of business arising out of this movement in grain and other farm products, a branch of the Bank of Montreal was established in 1862, and later on the Traders Bank also opened a branch, which two financial institutions have aided greatly in developing trade in this locality.

With the influx of population subsequent to 1845 we note also the presence of professional men. The medical staff was represented at an early day by Dr. Thayer. He was a thin, wiry man, and nature seems to have designed him for pioneer work. Dr. Nelles, Dr. Coleman, and Dr. Wilson were all old pioneers. At present eight medical men reside in St. Marys: Dr. Matheson, Dr. Brown, Dr. Sparks, Dr. Smith, Dr. Fraleigh, Dr. Stanley, Dr. Knox and Dr. Hotham, all graduates of our schools and colleges. In law Mr. Dartnell, who was elevated to the bench, Mr. Macfadden, late county court clerk, and Leon M. Clench were pioneers. This profession is now represented by Messrs. E. W. Harding, J. W. Graham, Leonard Harstone and Armour Ford. Dental surgery was not introduced in St. Marys for many years subsequent to first settlement, Dr. Rupert being a pioneer. This branch of surgery is now represented by Dr. James Roberts, Dr. McGorman, Dr. Follick and Dr. Harden. Veterinary science has three representatives. Dr. William Gibb was for several years an examiner at the Toronto Veterinary School and president of the Veterinary Association. Dr. George Gibb and Dr. William Stevens are graduates of Toronto. In field sports St. Marys has always maintained an advanced position. In those amusements so conducive to manly development which attract Canadian youth she has no mean share of honour. Her curlers have vanquished many a foe on hard fought fields. On several occasion they have stood face to face with the finals. Amongst those old veterans of





ROMAN CATHOLIC CHURCH, ST. MARYS



ST. JAMES' CHURCH, ST. MARYS





the broom and gliding stone time has made sad havoc. Many of our old enthusiastic champions who stood around the tee giving a shout of triumph at a lucky shot are now, alas! lagging on death's "hog score."

In 1853 was issued the first newspaper in St. Marys, by Mr. George R. McIntosh, a son of an old pioneer settler. This paper was called the *Journal*, and Reform in politics. It was sold to Mr. Abbott, who transformed it into a Conservative organ. Meantime Mr. Riggs established another paper in Reform interests, which he named the *Argus*. About 1857 Mr. A. J. Belch became proprietor of this paper, conducting it for a number of years with some success. Newspaper circulation at that period was very limited. To ensure even moderate success a man venturing on the sea of journalism had usually to be editor, proprietor, publisher, compositor, pressman, and devil, all combined. The *Argus* is now a lively eight-page paper, printed by a steam press. Mr. Dillon, present editor and publisher, is an expert and clever writer. While the *Argus* was making way into many homes, Mr. Abbott issued a Conservative paper as a second venture, the *Journal* meantime having become defunct. This paper passed through many vicissitudes, changing names and proprietors frequently, until it came into possession of John W. Eedy, a most enterprising publisher, who, under its original name, has given it an influence never previously attained in its history. The *Journal*, like the *Argus*, is an eight-page sheet, both having a large advertising patronage. St. Marys has now a third printing office, well equipped, used for job work only, and owned by Mr. M. J. Dewey.

For two years subsequent to first settlement there were no schools. In 1843 Mr. Nicholas Rogers came to Little Falls, and opened a private school. There was no building, but he transformed a part of his shanty into a seminary, where he trained the young boys and girls of this new section. Since that period educational matters have made great progress, ample provision having been made for comfort and convenience both to teachers and children. St. Marys has now four public and one separate school, in which are employed a staff of nine teachers. The public

schools are under principal William D. Spence, his assistants being all females. St. Marys public school buildings are severely plain in architectural style, and certainly indicate a desire for utility rather than show. One of these is an ancient structure, erected in pioneer days as a place of incarceration for evil doers. This has been transformed from a cold cell for expiation of guilt to a comfortable room for training innocent youth. The separate school has a substantial and well equipped building, and is also doing good work, employing one teacher only.

In 1875 a high school was erected, which, a few years later, as a recognition of its effective work, was elevated to the dignity of a Collegiate Institute. This is an imposing and well equipped school, from whose classes have gone out many clever students, whose names are now written on the scroll of fame, adding lustre, not to St. Marys alone, but to Canada. This institution has been for many years presided over by Mr. Stephen Martin, a worthy and efficient educator, who has done his duty well. With him are associated four assistants, one being a female. The average attendance at this school is about 175. For a more complete description of our public school system and methods employed, the reader is referred to "Remarks on Education" in another part of this work.

In the municipal building will be found the mechanics' institute library, consisting of four thousand volumes. This institution is free to all citizens, and open every lawful day. Reading rooms are also open in connection, on whose tables can be found the leading periodicals of interest to Canadian readers. This institution is supported partly by government aid, and largely by special grants from the town. It is well conducted by a board of prominent citizens, appointed as governors by the people. A great number of societies—benovolent and otherwise—are represented in St. Marys. Oddfellows, Hibernians, Foresters, Maccabees, Chosen Friends, Workmen, Orange Society, Sons of Scotland, and most ancient of all, Free Masons, are doing good work. In their places of meeting will be found not only rational amusement, but practical educational work is done, useful to members in business affairs of everyday life.

Although St. Marys has several important manufacturing establishments—one of which is equal to any in the county—in number or variety she is not equal to Stratford or Listowel. The first of these was a saw mill, erected in 1841. In 1843 a grist mill was also built by Mr. Ingersoll, near Queen street bridge, still operated by the G. Carter Co. In 1849 Mr. Gilbert McIntosh erected a carding and fulling mill on Thames avenue. This old establishment has long since passed away; perhaps few in St. Marys could now point out the place where it stood. The first foundry was erected at the west end of Queen street bridge, about 1847. This place is now occupied by O'Brien Bros. In 1849 another foundry was opened by John R. Moore, where agricultural implements were manufactured. For a period extending over 30 years, until his retirement by age, this establishment and its proprietor enjoyed a full measure of confidence by his patrons. This business was, on Mr. Moore's retirement, taken over by Chas. Richardson & Co., who entered into the manufacturing of dairy machinery. This has been a great success, nearly 40 men being now employed on this class of goods, which are sent to every corner of the Dominion. Industry was still further promoted by Mr. Weir and Mr. Forester erecting flax mills, giving employment to a large number of our people. A woolen mill has been operated by Mr. Myers for a quarter of a century, employing over 30 hands.

In 1888 David Maxwell & Sons removed their implement factory to St. Marys. This is the largest establishment in the town, employing at certain seasons about 200 men. Several acres are covered by the plant of this firm, whose goods are now sent to every corner of the world. By removing these important works to this point a great impetus has been given to all branches of trade. Of late years, too, the great deposits of stone in this section are being worked and utilized. Improved crushing machines have been introduced, and broken stone for macadamized roads is now being sent to many parts of our country. Procuring building stone and lime, for which there seems an increasing demand, is affording remunerative employment to a large number of men.



Besides these important industries there are two planing mills, two marble cutting establishments, and the largest creamery plant in Canada. This enterprise was introduced in 1896, to manufacture butter for the British market. In connection with this industry are a dozen skimming stations, surrounding the central, at a distance of from five to ten miles, to which points milk is hauled, run through centrifugal machines, the cream extracted, sent to the central, manufactured into butter, and shipped everywhere. During 1901 over \$100,000 was obtained for butter, and put in circulation amongst the farmers who were patrons of this institution.

For thirty years subsequent to first settlement, perhaps, no place of equal importance possessed so many undignified churches as St. Marys. They were all on a line of equality, and no congregation could arrogate to themselves any sense of superiority over another where all were so plain. In 1883 matters took a change for the better, since which time great improvements have been made. There are now few towns in Canada of equal population containing so many fine churches, and there are also few having so many beautiful situations for such buildings. St. Mary's Roman Catholic church, on Widder street, is an imposing edifice. This mission was established in 1852, or shortly prior to that period, by Rev. Father Kirwin. Service was first held in Patrick Whelihan's house, where half-a-dozen worshippers met together, few Catholics being yet in this section. A small building was next erected of boards, near where the present church now stands. It was only at long intervals, however, that prayers were attended, there being no resident clergyman. Rev. Father Crinnon, who afterwards became Bishop of Hamilton, succeeded Rev. Father Kirwin. Under his ministration a stone church was built in 1861. For a period of more than thirty years service was held in this old building, until the congregation had outgrown such accommodation as it afforded. In September, 1892, under the present pastor, Rev. Father Brennan, the foundation stone of a new and splendid edifice was laid, consecration by Rev. Dr. O'Conner following in 1893. This new building is cruciform in

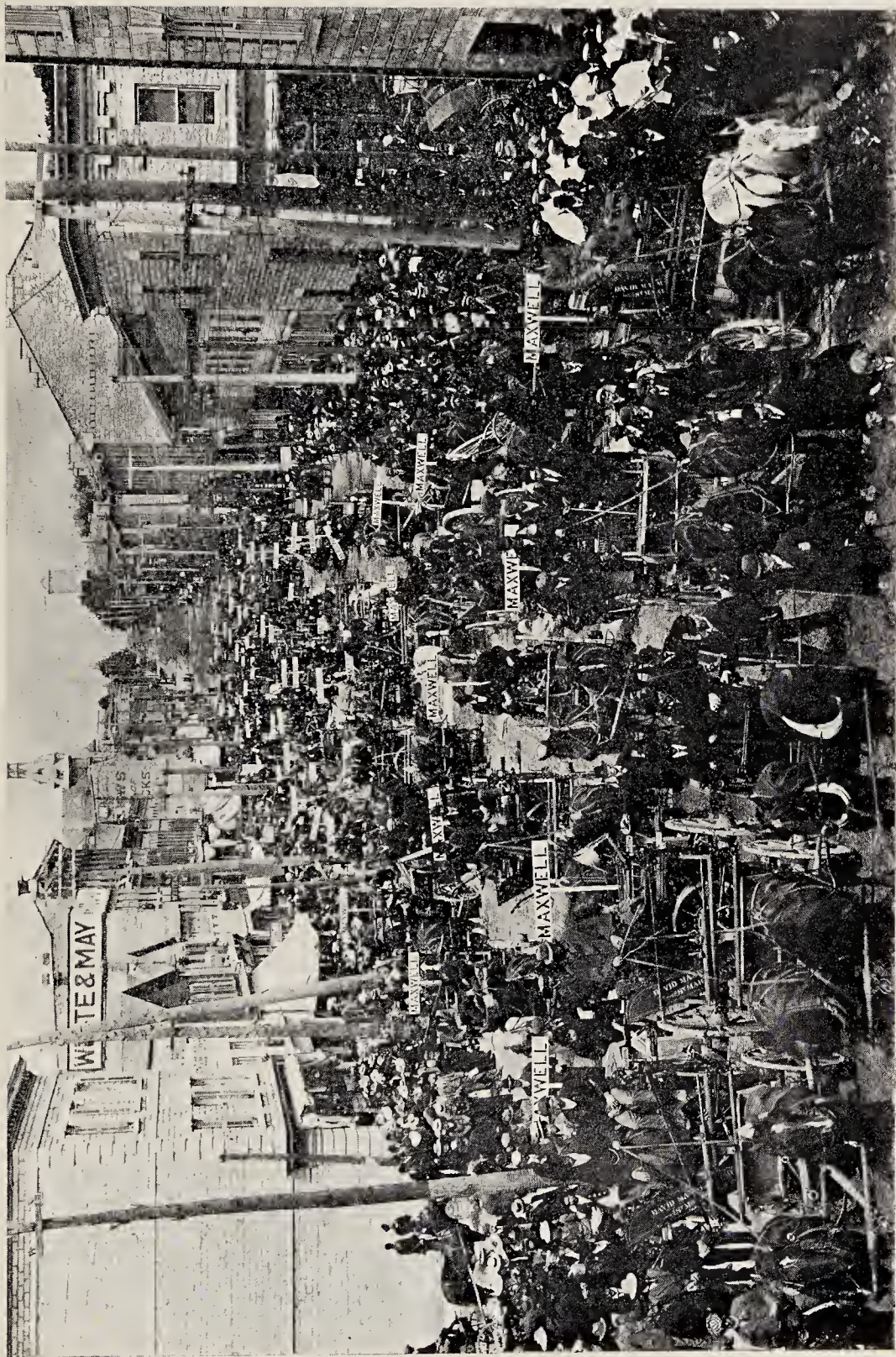
plan, and measures 54 x 120 feet. In style it is thirteenth century Gothic, modified to some extent, which we think mars the impressiveness of its front elevation. It is of St. Marys stone, giving an air of solidity and strength to the whole structure. Label mouldings, string sills, and arch stones are executed in Ohio sandstone, while the roof is covered with slate. Central in the front elevation rises a massive tower to a height of 69 feet, crowned with a spire of 61 feet, making in all 130 feet from the base to the top of the gilded cross. The main entrance is beautifully executed in Ohio stone. On each side are two polished granite columns resting on moulded stone bases, and supporting richly-carved capitals, from which spring a pointed arch, also in Ohio stone. Side elevations are broken by transepts and massive buttresses, on each side of which is a lancet-shaped window. A long sanctuary of semi-octagonal shape occupies the north end, and is separated from the nave by a massive arch. The windows of the nave, transepts, and sanctuary are of translucent glass, each opening containing an artistically painted figure of a saint. The whole building is finely finished, and lighted with electricity. During 25 years Father Brennan has done a good work for the Catholics in St. Marys and vicinity. The congregation now consists of about 130 families.

Early records in connection with St. James' Anglican church are meagre and unsatisfactory, affording little data for a historian. Rev. Mr. Brough, who afterwards became archdeacon of Huron diocese, was the first Episcopal minister to visit St. Marys. History leaves him the reputation of being a worthy man, full of zeal, and with a heart glowing with true missionary spirit. He was a faithful old pioneer. In 1843 he first visited Little Falls, preaching to the few people settled there at that time. No regular incumbent of this denomination was stationed in St. Marys till 1856, when Rev. Mr. Lampman accepted the responsibility of organizing a congregation. During Mr. Lampman's pastorate a church was erected. It was not completed, however, for several years, from causes which interfered sadly in those days with all enterprises, as well as building churches. A

rectory was purchased west of the river, where the minister resided until 1890, when it was sold, and the present house constructed. The present Anglican church building is of stone, and, since its renovation in 1886, is a striking illustration of old English ecclesiastical architecture. A prominent feature of this style is a low elevation, flanked at one corner with a heavy massive tower extending somewhat higher than the building itself. The cornice on this tower is coped with a heavy plinth in castellated form, giving to the whole an aspect of solidity rather than gracefulness in outline. Heavy buttresses support the walls. Between each of these are lancet-shaped windows filled with translucent glass, harmonizing with its interior arrangement. Upon completion of this edifice in 1886 it had on it a debt of about \$5,000. It has had several benefactors in its history. Mrs. Hill, widow of Arundel Hill, an old pioneer of Blanshard, was donor of an elegant communion set, and till her death was a kind patron. A beautiful font of Carrara marble, the gift of Mrs. C. S. Rumsey, is one of the interior ornaments, adding much to its appearance. The greatest benefactor this church perhaps ever had is its present rector, Rev. W. J. Taylor. Through his exertions in England a sufficient sum was obtained to release it from all indebtedness. A lectern and prayer desk were also gifts by Mr. Taylor, which, with a pipe organ, gives an air of impressiveness to its whole interior.

Methodism in St. Marys did not exist as an organization previous to 1848. Service was held by local preachers, of which there were several in Nissouri, as well as by regular ministers who chanced to visit the new settlement. Subsequent to the old stone school house on Queen street being erected, meetings were held in that building. A regular mission was first organized in 1848 by Rev. William T. Williams, who was succeeded in 1849 by Rev. Thomas Williams. During 1849 a report on membership was presented, showing 119 names in good standing. Although Mr. Williams has the honour of establishing Methodism in St. Marys, he was by no means the apostle of this body in Blanshard. To Rev. Ephraim Evans undoubtedly belongs this distinction





A DELIVERY OF MAXWELL FARM IMPLEMENTS AT ST. MARYS.





His was the voice crying in the wilderness, "prepare ye the way." In 1842 this preacher had established a mission on the M. R. in the shanty of Mr. Johnston Armstrong, which organization is now Zion church, Blanshard.

Methodist progress in St. Marys was rapid, and in 1856 a church was built. This was of stone, nearly square, and rudely constructed. Twelve years later an addition was built 25 x 75 ft., making rather a commonplace looking sanctuary. Service was held in this building till 1879, when under the pastorate of Rev. Dr. Rice a fine edifice was erected at a cost of \$13,000. This did not long suffice for the wants of this rapidly increasing congregation. In 1893 another large building was added for a Sabbath school and lecture room, and costing nearly \$7,000. In 1896 still further accommodation was necessary, and the interior was re-modelled at considerable cost. The auditorium of this church is 55 x 90 ft., while its gallery is 50 x 12 ft. This is a larger area than any other ecclesiastical building in St. Marys contains. Its interior is handsome. Beautiful translucent windows, Gothic panneling, crimson-covered doors and ornamental ceiling give an effect worthy of the cause it is designed to serve. Not one of the old trustee board who laid the first church foundation is now left. Messrs. Edward Long, Robert Dickie, Joshua Brink, and William Carroll (the greatest benefactor the old church ever had) have all passed away. Over 600 members are now on the roll of this flourishing congregation, under the ministration of Rev. Mr. Manning. A Sabbath school is also conducted by Mr. Frank Butcher as superintendent, having 500 names on the roll and an average attendance of 400 every Sabbath day.

Of the religious denominations organized in St. Marys, that of the Baptist is most recent. Since its inception progress has been marked by a steady increase in numbers and influence. Amongst the earliest and most enthusiastic supporters of this body is Mr. S. H. Mitchell, to whose zeal and untiring exertions it owes much of its success. Services were first held in connection with this congregation by Elder Jones, who continued for two years. Subsequent to Mr. Jones, Elder Freeman was inducted,

under whose ministrations much progress appears to have been made. In 1864 a church was erected, and in this modest though substantial building service is still held. A largely increased membership has led to steps being taken to construct a new building, more in keeping with the wealth and importance of the congregation. Before this work, therefore, will be issued, a large and handsome new building of brick will be erected in a central place at a cost of not less than \$7,000. Financial affairs in this church have been managed with skill and economy, there being no liabilities, and it has a sufficient fund at its disposal to complete the new structure. Its members have rapidly increased. In 1864 there were 18; at present there are over 100. A Sabbath school is conducted, with an attendance of 70 pupils, under Mr. Mitchell, who has been superintendent since its inception until a short time since, when, on his retirement, he was elected honorary superintendent as a mark of approval for his long service. The congregation is now in charge of Rev. Mr. Chapman.

The First Presbyterian is the pioneer church in St. Marys, as it certainly claims priority in establishment, and, at one period of its existence, superiority in numbers over all other denominations. It appears a strange phase of early settlement that while Blanchard, west of the river, was largely located by North of Ireland people, St. Marys, lying wholly within its limits, was largely Scotch. This somewhat anomalous condition gave the Presbyterians an ascendancy in St. Marys, which, although by no means to the same extent, they still retain. Early records are somewhat meagre, or of such a character as are not historically useful. Avonton has priority of establishment over any congregation in South Perth, St. Marys at one period forming a part. Rev. Mr. Skinner first established a mission at Little Falls, preaching in a cooper shop owned by one James Barron, corner of Queen and Wellington streets. Mr. Skinner also preached near Prospect Hill prior to 1847, dispensing baptismal rites in several families in that section. Rev. Dr. Proudfoot was first stationed minister, residing in a log shanty on the hill top near Mr. Joseph Pearin's farm residence. On one occasion Mr. John Legg, sr., took over

his oxen to root up a small patch amongst the stumps, where the minister could plant a few potatoes. Having completed this work, Mr. Proudfoot asked what he had to pay, "I'll tak' ma pay in preaching," responded the backwoods man. "Aweel, ma maun, if my preaching doesna pay you better than it does me we'll a' starve thegeither, for my pouch has been as empty o' siller for the last six months as the collection plate on Sunday," which, in those days, was likely to be true.

In 1851 a grant was made by Thomas Ingersoll, for a nominal sum of five shillings, of lots 10 and 11 on Church and Widder streets to erect a church. A bond was given for the deed until 1870, when a transfer was completed. This site was still in bush, and a "bee" was made, sufficient space being cleared for present purposes. In 1852 Rev. Dr. Caven, now and for many years principal of Knox college, Toronto, had been ordained and succeeded Dr. Proudfoot. A frame church was erected during this year, but was not completed for some time subsequently, the congregation sitting on planks laid on blocks of wood. As years passed on addition after addition was made to this old structure, until it seemed like a great mole-hill crowning a beautiful site and trying to crawl down into the valley. In 1873 a committee was appointed to canvass for funds to erect a new building which would seat not less than 1,000 people, and cost not more than \$15,000, no contract to be let till \$12,000 was subscribed and \$8,000 paid up. Abundant success was the result of this movement. \$10,000 was at once subscribed, and the committee advised that a new building be erected. I subjoin a list of this committee, who were all staunch men of that olden time:—William Currie, William Brown, Robert Harstone, Thomas McIntyre, John Sander-son, T. O. Robson, John Adair, Jas. R. Moore, Robert Barbour, David Junior, Wm. McIntosh, Malcolm Laughton, Alex. Woods, Alex. Robertson, David A. Robertson, John McLean, Thomas Crozier, Wm. McGregor, and Wm. Somerville. It was not till 1882, however, that the present edifice was erected at a cost of over \$16,000. This is a massive and imposing building, crown-  
ing a beautiful height. On its southern elevation is a tower sur-



mounted by a tall, tapering spire, which is conspicuous for many miles away. Its interior is comfortable and elegant in design. The ceilings are trussed, pannelled, and frescoed, producing a pleasing effect. A large pipe organ adorns its northern wall in rear of the choir gallery. This congregation, under the ministrations of Rev. Mr. Cosgrove, who was inducted in 1891, is in a flourishing condition, and has a membership roll of 350. There is also a Sabbath school, having an average attendance of over 100 children.

Knox church is a branch of the First Presbyterian, and was organized in 1879, the corner stone of a new building being laid by Mr. Milner Harrison on August 5th. This building is of brick, and is the least imposing of all St. Marys churches. The original structure, which was destroyed by fire on March 16, 1891, was much more elaborate in its exterior decorations than the present one. This misfortune was a serious blow to the congregation, but in December following it rose again from its ashes, being opened for public worship by Principal Grant. It is proper to say here that the marvellous progress displayed in re-building was largely due to efforts of the Harrison family. Mr. and Mrs. Milner Harrison had contributed over \$5,000 to the first building. On its reconstruction further liberal donations were again made. Mrs. J. D. Moore was also a large contributor, and with many other members of the church, who gave according to their ability, the building was again completed free from debt. Beginning at its organization with 62 members, it had in 1885 increased to 125. During November of that year Rev. Alexander Grant was inducted into this charge, under whose ministration the roll of members has been increased to 360. There is also a Sabbath school, having on its roll the names of 170 pupils, and an average attendance of 110.

St. Marys churches are now most creditable to the liberality and religious spirit of her people, and in no town of its population in Canada can they be excelled either for solidity or imposing design. The location of all is exceedingly fine, crowning those beautiful elevations which add so much to the picturesque environment of this delightful little town.

Prior to 1855 St. Marys formed a portion of Blanshard. During this year separation took place, each having a local government of its own. At this period its assessed value amounted to £112,000, or \$448,000. In 1856 she predicated her first loan of \$20,000. This was obtained for very laudable purposes. First, to build a school; second, to procure a fire engine; third, to improve the streets. In 1858, therefore, was completed the central school building, and which was designated section No. 1. School taxes were collected by a person appointed specially for that purpose. A warrant was issued to John Sparling to collect and pay over "all the said monies opposite their several names." This warrant was signed by Joseph Brink, chairman, Milner Harrison, Samuel Fraleigh, William Moscrip, A. M. Gorman and Lauriston Cruttenden, trustees. Three hundred pounds was set apart to purchase a fire engine. It is to be regretted that this old piece of machinery, which was honoured by the name "Triumph," should have been recently sold for a paltry sum of \$200. It was now historical, and on many occasions had done good service in saving property in St. Marys. The balance of this loan was expended in improving streets. In 1858 a further investment of \$1,000 was made in Exeter and St. Marys gravel road stock. This afterwards became a total loss, the road being sold at sheriff's sale, realizing only that amount to cover a capital of \$50,000. The assessed value of this corporation has largely increased since 1855, and in 1901 reached \$1,194,175. If values have advanced, taxation has more than kept pace, amounting in that year to nearly \$30,000. It appears to be an inherent principle in taxation to increase, and seems beyond all power in heaven and earth to control. When we consider the tremendous efforts put forth by municipal men to save money for their constituents, we are often surprised at results. Since this loan of \$20,000 was obtained large amounts have been added from time to time to her indebtedness. These sums have been expended on commendable objects—in water works costing \$40,000, electric light plant, erecting municipal building, in constructing permanent granolithic sidewalks, and improvement of roads. This

expenditure has been rendered necessary in order to keep pace with a constantly increasing wealth and an extending intelligence and refinement of her people.

Subjoined is a list of officers since St. Marys was first incorporated, in 1855.

*Reeves.*—1855-6, Thomas B. Guest; 1857, Gilbert McIntosh; 1858-9, David A. Robinson; 1860, Milner Harrison; 1861-2, Joseph McDougall; 1863, Gilbert McIntosh.

In 1864 St. Marys became an incorporated town, and withdrew from county municipal organization, no subsequent reeves being elected.

*Mayors.*—1864, T. B. Guest; 1865, William V. Hutton; 1866-7, George McIntyre; 1868-9, Thomas Iredale; 1870-1, John E. Harding; 1872, Duncan Miller; 1873-4, C. S. Jones; 1875-6, Richard Box; 1877, A. E. Ford; 1878-9, David A. Robinson; 1880-1, E. W. Harding; 1882-3, J. J. Crabbe; 1884-5, H. Fred. Sharp; 1886-7, Samuel S. Myers; 1888-9, Thos. D. Stanley; 1890-1, J. W. Poole; 1892-3, Gilbert H. McIntyre; 1894-5, W. C. Moscrip; 1896-7, William Dunseith; 1898-9, Charles Richardson; 1900-1, George D. Lowrie; 1902, Frank Butcher.

*Clerks.*—1855-8, John Sparling; 1859-61, Leon M. Clench; 1862-79, Lauriston Cruttenden; 1880-9, William Williams; 1890-1902, Leonard Harstone.

*Treasurers.*—1855-69, Edward Long; 1870-1, Robert Harstone; 1872-1901, Edward Long; 1902, Miss Long.

*Assessors.*—1855-7, Wm. T. Smith; 1858-61, John Sparling; 1862-79, Wm. N. Ford; 1880-1, James Robinson; 1882-8, J. W. Poole; 1889, R. S. Barbour, N. E. Birtch, Jas. Thompson; 1890-2, Robert White; 1893-4, Jas. Harrison; 1895-1902, Jas. Kennedy.

*Collectors.*—1855-8, William Sparrow; 1859-64, George Jackson; 1865, Thomas McIntyre; 1866-8, Wm. N. Ford; 1869, Wm. Box; 1870, John Thompson; 1871-81, Wm. Box; 1882-93, N. E. Birtch; 1894-5, Wm. J. White; 1896-1902, Richard Shepherd.

*Auditors.*—1855-7, G. F. Hutton, J. R. Glendinen; 1858, G. F. Hutton, Jas. Coleman; 1859, G. F. Hutton, J. D. McDonald; 1860-1, Wm. Sparrow, John Harrison; 1862-3, L. A. McIntyre,

Wm. Sparrow; 1864, Patrick Whelihan, L. A. McIntyre; 1865, Jas. Eaton, Patrick Whelihan; 1866, Jas. Eaton, Wm. Brown; 1867, Jas. Eaton, Joseph McDougall; 1868, Wm. Brown, L. A. McIntyre; 1869, Wm. Brown, Thos. Moore; 1870, Jas. Eaton, Wm. Brown; 1871-2, Wm. Somerville, Wm. Brown; 1873, Wm. Somerville, G. B. Smith; 1874, G. B. Smith, Wm. Hutton; 1875-7, Wm. Hutton, Wm. Somerville; 1878-80, Wm. V. Hutton, Robt. Harstone; 1881-91, Wm. Somerville, Wm. V. Hutton; 1892, James Schlater, Wm. Robinson; 1893-5, N. C. Montezambert, Charles Whelihan; 1896-1902, Gilean McLean, H. A. L. White.

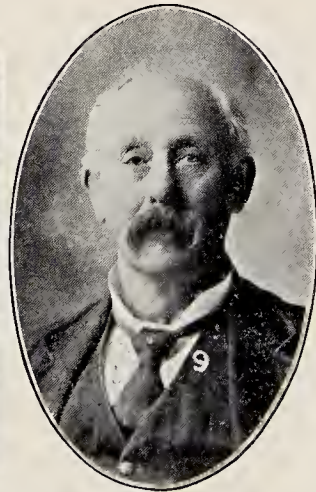
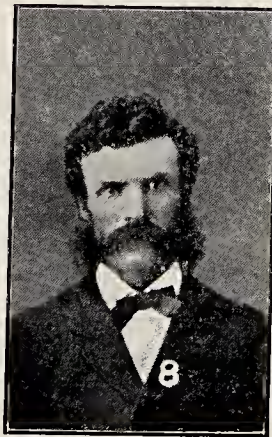
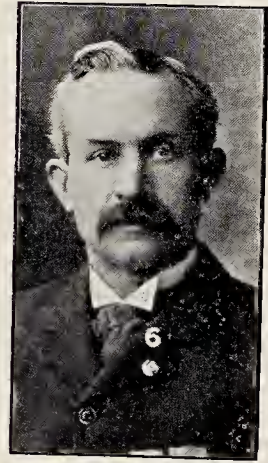
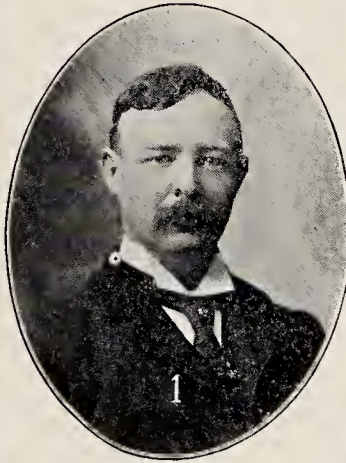
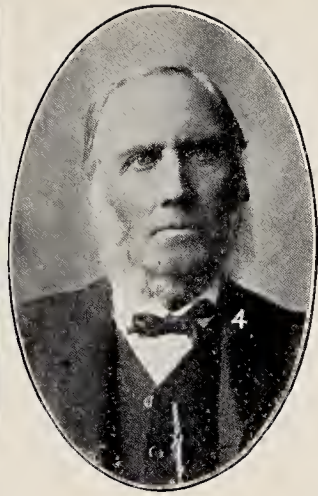
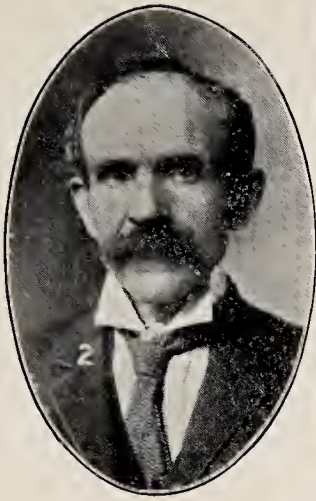
*Chiefs of Police.*—1855-62, David H. Cuff; 1863-6, Thomas Woolway; 1867-8, Michael Egan; 1869-72, James Dulmage; 1873-9, William Herrington; 1880-97, Adam Mitchell; 1898-1902, Frank Young.



## CHAPTER XXIV.

### LISTOWEL.

Listowel is a modern town. Its early history is merged in that of Elma and Wallace townships, a portion of each being incorporated in 1866 as Listowel. In this neighborhood, and, indeed, where the business parts are now built, settlers first located. True to pioneer usages, they followed the stream, and on its forest-covered banks entered on their task of cutting out homes for themselves in this unbroken wilderness. Mr. John Binning was first to locate permanently at this point, on what after surveys were completed was found to be lot 26, concession 1, Wallace. This was in January, 1852. It appears that a shanty had been erected here even prior to this by a person named Henry, who had squatted near the river. This adventurer was for some time "monarch of all he surveyed, for his right there was none to dispute." Mr. Binning bought the rights of this squatter, not only to his shanty, but to all his possessions, for a rifle. An agreement transferring this part of Canada's fertile soil was made on a piece of paper one of the parties thereto was possessed of, a burnt stick being used as a pencil. On this land a large portion of Listowel is now built. Mr. Binning extended his right of conquest eastward, which he might have done for many miles without encroaching on his neighbours. On a part of his eastern possessions he afterwards gave up all claim to Mr. G. W. Dodd for a barrel of flour. In those days a squatter's rights were easily obtained; which, indeed, were no rights at all beyond priority of settlement. In case of dispute by adjoining occupants regarding boundary lines it would have been impossible to establish a



#### LISTOWEL OFFICERS FOR 1902.

1. John A. Watson, Mayor. 2. Jacob Seburger, Councillor. 3. A. Kay, Constable. 4. William Bright, Clerk. 5. C. Anderson, Councillor. 6. H. Maloney, Councillor. 7. C. Preuter, Councillor. 8. William Pelton, Councillor. 9. Robert Woods, Councillor.



claim to any particular lot where a survey had not been made. There was no incentive to enter suit for any piece of land when it could be obtained in unlimited quantities simply by entering in and taking possession. Previous to Mr. Binning a settler named Peter Twamley had preceded him, penetrating still further into that unknown solitude, and keeping close to the stream. These two neighbours, although only a mile or two apart, were quite oblivious of each other's proximity. No sound had they heard in those silent forest halls, except such as were peculiar to Canadian forest life. Each one, no doubt, considered his own quiet hermitage as far removed from those haunts where men pursue phantoms with fond but deluding hopes of finding what never did nor never shall exist—pure and unalloyed happiness.

Mr. Binning, with his wife and child, had been alone in the wilderness for several weeks when, on a beautiful calm morning, he distinctly heard echoing through the woods the sound of a woodman's axe. He communicated his discovery to his wife, who also heard that steady, monotonous stroke which often guided wanderers to a place of rescue in those olden times. Their excitement became intense at the idea that even here, after all, they were not alone. Though man's inhumanity to man may be productive of much evil in this world, yet man's humanity to man is also productive of much good. With all our shortcomings and seeming neglect of each other, the idea that we are alone and isolated from those of our own species, or that a time may come when we will be separated from home, from kindred, from those we love, and who may love us, seems to dry up the sap from our loftiest thoughts and noblest aspirations. Mr. Binning was anxious, therefore, to look on a man's face once more. Following that direction from which the sound seemed to proceed, a walk of a mile or two brought him and Mr. Twamley face to face. Both men looked at each other in amazement, as if an apparition had arisen from the earth.

During next summer came William Wisner, John Williams, and Robert Tremaine, who also settled in Elma. John Tremaine located where the post office now stands, the others further east.



Another early settler was James Barber, who purchased 400 acres in Elma, where a considerable portion of Listowel is now built. Samuel Davidson, Thomas McDonnell, and John Climie were early settlers, locating about 1854. In 1855 came Mr. D. D. Hay from Innisfil, in Simcoe, to spy out this new land. Prior to his return he purchased three acres from Mr. Barber, on which he subsequently erected a mill, always an important industry in a new settlement. Returning to his home, he reported on the great possibilities of this new county. In 1856 the family, comprising D. D., Thomas Erskine, Robert, John, and William G., along with their father, became permanent residents. All of this family were men of singular energy, and exerted a vast influence in this section of Perth County, always to their credit, be it spoken, on the side of progress and the people's best interests. Mr. D. D. Hay was a valuable acquisition, not only to Listowel, but to this county generally. His public spirit, his restless and untiring zeal in promoting schemes for developing this new land was in a large degree honourable to his character as a citizen. Our readers are referred to a biographical sketch of the life and work of this man elsewhere.

In 1855 Main street was almost yet in a state of nature. Great black stumps, logs, and brush heaps would seem a hopeless condition ever to be transformed into macadam roads and concrete sidewalks. Across the river a tree had fallen, forming the only means of passing from each side for pedestrians, while the oxen and sled found a passage for themselves amongst logs and mud-holes of unsearchable depths. During this year Mr. W. H. Hacking arrived, and purchased one acre of land from Mr. Tremaine, paying therefore \$100, on which he erected a general store. It would appear as if land had rapidly increased in value since Mr. Binning sold 100 acres for a barrel of flour. No doubt land had increased in value. Mr. Hay was preparing to erect his mill, Mr. Hacking was cutting logs for his store, and, above all, settlers were pouring into the fertile surrounding country. All these indicated that an important town would spring up at this point at no distant day. Logs for the new commercial emporium

being secured, bushmen came long distances to assist in raising it. At gatherings of this kind events were discussed and questions settled which would have puzzled courts or senates. On this occasion, after long and no doubt festive deliberation, it was decided that this new metropolis, whose first building they were erecting, should be called Mapleton.

Meantime foundations for a rival commercial centre were being laid west of the river. Mr. William Gibson erected a log building in Elma, where he sold groceries and liquors. This place afterwards became a hotel, the first in this little hamlet. Mr. Gibson named this place Windham. Subsequent to a post office being opened by Mr. Hacking, both these names (Windham and Mapleton) were discontinued, and Listowel substituted instead.

In 1856 arrived Mr. D. D. Campbell, who erected a frame structure on Main street in Wallace, the first frame building in Listowel, opening a general store. This gave a still greater impetus to trade, which together with a post office and Mr. Hay's mills, soon transformed what four or five years previous was a wilderness into a lively little hamlet. As these business men arrived, the professions were soon represented. Many of those conveniences were now introduced which always follow in the wake of civilization, and whose presence indicate a refined and progressive character in the people. In 1866 the village had a population of 800 souls.

Listowel at present may be appropriately called a "town of stately homes." The architectural beauty and variety of design displayed in private residences everywhere are such as to challenge the admiration of strangers. As a rule, homes of our Canadian people, particularly in rural districts, and to some extent in towns and villages, denote a sameness in construction, somewhat monotonous. This is not so in Listowel. There is no sameness. There is an absence, too, of that severity in finish and design so conspicuous in Canadian architecture. The handsome dwellings erected on residential streets are varied in appearance, and each proprietor seems to have vied with his neighbour to eclipse him both in size and in elaborate and ornate embellishment. Streets have

been graded, sidewalks made, shade trees planted, whose foliage in summer affords comfort and protection to the passer by. A man's home is the palace of his gods, and in proportion as he worships so shall that palace be, as far as his ability will permit. When we look back at that time well remembered by many still living, when a solitary shanty indicated human life, and the river was crossed by a fallen tree, comparing it with to-day, progress has been very great, indeed.

As population continued to increase school accommodation became necessary. This led to a building of logs being erected for school purposes. Like similar structures in pioneer days, services were held within its walls by all religious denominations. It frequently happened at these old schools, that as one congregation of worshippers retired another at once took their places, and so the voice of praise was heard from morning until late at night rising up to heaven from these humble places. In all towns and villages in Perth County the school house only for years was available for public meetings of any kind. In these old log buildings embryonic statesmen roared in patriotic fervor, pouring out terrific elucidation of the wrongs of their long suffering and misgoverned country. Here a chairman at social gatherings told his drollest anecdotes, and eulogized the ladies of the locality for their splendid repast, to which all had done ample justice. This, doubtless, would be true. Of all the inconveniences inseparable from pioneer life—and they were many—want of an appetite was not one of them. When our backwoods orators had ascended the platform, and in a good-natured, homely manner drawn on their stores of broad humour, the old log walls fairly rang with mirth. Travelling mountebanks, also, for a small contribution to the cause of education, were permitted by trustees to display their tricks of legerdemain to admiring maidens and youths clad in homespun, from back concession lines, arousing their cupidity by an exhibition of something marvellous and incomprehensible. Around these old schools happy memories still linger, and many grey-haired men and women now slowly wandering on in life's sunset shadows, will experience yet a thrill of joy at some happy remembrance of those school days that come back never more.

It was not till 1877 that Listowel did itself justice in providing school accommodation. When action was taken, it was in no niggardly manner. During that year was constructed a handsome central school, quite in keeping with that liberality displayed in private residences and other improvements. This building is of brick, two stories in height, surmounted by a tower, which gives it an imposing effect. Nine teachers are employed in its several departments at present, with Mr. G. W. Slaughter as principal, his assistants being all females. Mr. Benjamin Rothwell, who was first principal in this school, had at one period under his charge 550 pupils, but by some inexplicable reason an increase in inhabitants has been followed by a decrease in school population, the average being now 450. The original contracts for this school building amounted to \$10,000, which, before its final completion, was supplemented by various sums, until it cost nearly \$15,000. A good site was chosen, comprising two acres of land, which has been planted with trees, giving the whole a trim appearance.

In 1879 steps were taken to erect a high school. \$6,000 was set apart for this purpose, but as usual in such enterprises, it had to be supplemented by various sums prior to completion, until over \$8,000 had been expended. The site of this school is equal to that of the central, and was a gift to Listowel by a public-spirited citizen named Peter Lillico. This building is tasteful and modern in construction, although not so large as the central, nor even quite so imposing. In this school are three teachers, including Mr. W. A. Phillip, the head master. The average attendance is 110.

During that period between 1866 (when local government was assumed with a population of 800) and 1874, a very short period in the life of a municipality, material progress was greater in Listowel than at any other time in its history. A by-law was passed in 1874 providing for a census being taken preparatory to its elevation to the dignity of a town. On completion of this enumeration by Mr. Thos. E. Hay, it was found that the population amounted to 2,054, or a sufficient number to entitle Listowel



to incorporation. The Governor-General, on application being made, issued his proclamation carrying out the wishes of the people. By comparing her population in 1866 with that found by Mr. Hay in 1874, so large an increase in a period of eight years certainly indicates that an impetus must have been received from some extraneous circumstance beyond that natural increase likely to occur in a country town. An explanation will be found, we think, in the action of her public men. To effect railway connection with the main trunk lines in Canada was a prudent policy. It was, therefore, by a wise disposition of municipal finances she secured means of communication which gave at once a marvellous impetus to her development.

Prior to 1871 there was no railroad connection. Without this Listowel must have remained a pleasant country village. It is true that through Mr. D. D. Hay's efforts gravel roads had been constructed. These extended in several directions. They were of little use, however, in centralizing surplus produce at this point without means of removing it to market. Gravel roads extended through Logan to Mitchell, and through Mornington to Stratford, in either case a distance of thirty miles. These were doubtless far in advance of the old crossway, but were still short of those requirements in a progressive country. In 1871, therefore, a by-law was submitted granting \$15,000 to aid in extending the W., G. & B. railroad to Listowel. This was an excellent stroke of policy, creating and giving an impetus to that rapid progress so apparant for ten years subsequent to its passing. Without this connection their interests would have suffered very seriously, and a great portion of trade from Mornington, Elma, and Wallace must have been diverted to Palmerston, then fast growing into importance. The idea of a Stratford & Huron railroad was so far inchoate, and the movement effectually offset all possibility of trade being concentrated in this northern railway centre. Not only did Listowel retain her former importance, but trade was further augmented by establishing new industries. In 1873 construction of the Stratford & Huron railway had become a fact, and a further sum of \$15,000 was granted to this enterprise.

Accommodation was thus afforded by having connection with Stratford and the north. Although these roads were afterwards absorbed in the G. T. system, destroying competition in rates, better facilities and means of communication was now afforded Listowel than has fallen to the lot of many important sections in this country. When these lines were completed the town became a great shipping point. Thus has arisen her commercial supremacy. By the activity of her people these she still retains in a constantly increasing volume.

It is noticeable that from these enlarged facilities and constant increase in population, the projects of her council became more ambitious. Notwithstanding that a debt of \$30,000 had been incurred, a further liability of \$26,000 was assumed for local improvements. Of this sum \$10,000 was set apart for constructing a central school, \$8,000 for mills, \$3,500 for gravel roads, \$2,000 for fire protection, \$1,500 Elma debt and interest, and \$1,000 to purchase a new cemetery. A further sum of \$3,600 was also raised to purchase a new fire engine. In 1879 \$7,000 was set apart for local improvements, consisting of a fire hall and lock-up, \$2,000 supplementary grant to the central school building, and \$1,000 for opening streets and improving fire protection. During this year, also, \$6,000 was provided for erecting a high school. It appears to me worthy of note that while improvements were being carried out, and the people were putting forth their energies in every direction, nothing is said regarding a municipal building, unless we accept the fire hall and lock-up as being specially designed to accommodate the town officers. I may also be permitted to say that for a town with its stately homes; its public buildings, second to none in the province where a similar population is gathered together; its manufacturing establishments, extensive and built of costly material, giving the town an imposing appearance, it is not creditable that a dilapidated structure on a principal street should be still used as a town hall.

In 1883 the last important addition was made to the town's indebtedness by a loan of \$10,000 for re-constructing bridges carried away by a flood, two of which were on main streets. In

1880 seven hotel and two shop licenses were issued at a charge of \$110 for hotels and \$200 for shops. Old Father Time, who has wrought many changes since that period, has also placed his finger here, there being now only three. These are first-class, however, spacious, and well conducted. From the days when the pioneer placed a tallow candle in a socket made from a potato, and whose dim light scarcely penetrated the dark recesses of his shanty, except the coal oil lamp, previous to 1880 there was no system of lighting. During that year a gas company was organized, with W. J. Hay and Thomas E. Hay as principal promoters. This institution supplied light till 1897, when the same company introduced electricity, thus supplying the people with the latest and most approved mode of lighting. Here, also, will be found representatives of nearly the whole of the benevolent societies, all elevating and doing good, each in its own sphere. The sixty volumes received from Wallace at separation, as Listowel's share of the public library, have grown and expanded to thousands of volumes, and is known as the mechanics' institute library.

While manufacturing, educational and commercial interests were being fostered and promoted with judgment and forethought by the citizens, the church had not been idle nor neglectful of her duty. Of all denominations represented in Listowel the Congregationalists were pioneers. They were first to erect a building where service could be held, and with a true spirit of Christianity opened their doors to all other denominations. A number of their leading members were Scotch originally, who resided not far distant from the haunts and homes of old Covenanters. They apparently had a large portion of that latitudinarian spirit, which is a graceful attribute in all minds, according unto others those privileges they think proper for themselves.

Organization in this congregation was almost simultaneous with early settlement. In 1856 Rev. Mr. Snider from Stratford initiated religious observances. Rev. Mr. McGregor afterwards became first regular minister. Progress has not been great, however, owing to removal of a large number of their people. At its organization there were about forty members, now increased to

sixty. A neat and substantial brick church was erected a number of years ago at a cost of \$4,500. A good Sabbath school is conducted by A. Climie in connection with this congregation.

In 1886 a Baptist church was organized by Rev. Mr. Dack. This congregation, although progressive, never had a large number of members. On its first being established thirteen members only comprised the roll, which has since been increased to fifty. If this congregation was not numerically strong, they certainly evinced great liberality in constructing a substantial building at a cost of \$4,500, where services are now held by Rev. A. J. Sanders, present incumbent. There is also a good Sabbath school, having an attendance of about 50 pupils, with Mr. Joseph Bennett as superintendent.

Presbyterianism, since its introduction into Listowel, has been perhaps most progressive. In early days Rev. Mr. Renwick, who was the apostle of Presbyterianism in this northern section, first established a mission here in connection with Molesworth. This arrangement continued till 1868, when a separation took place. Rev. John Bell was inducted at Listowel as first minister in what was rapidly becoming an important station. At this period the new congregation had about 100 members. The influence of a resident minister was soon felt, and continuous if not rapid progress was made, until at present there are 430 members. A small frame church was first erected, in which service was held for a number of years. A rapid accumulation of wealth in this congregation, and steady increase in numbers, rendered the construction of a new building indispensable to a further successful prosecution of their work. A new brick church was, therefore, erected at a cost of \$20,000. This is a noble building, and we are constrained to say is not inferior to any ecclesiastical edifice of this denomination in Perth County. A "kist o' whistles" has also been added at a cost of \$2,000. In connection with this church is a Sabbath school, under Mr. T. L. Hamilton, with an average attendance of about 200 pupils. In this department Mr. Hamilton has associated with him twenty other teachers. There is also a full staff of auxiliaries in church work. These comprise



a ladies' aid, young people's guild, W. F. M. S., and an energetic session. During 1901 \$4,797 was contributed by this congregation for church work, with an expenditure of about an equal amount. Rev. Mr. Hardie is pastor in this congregation, under whose ministrations good progress is still being made.

The congregation of the Evangelical Association of Listowel was organized in 1876 by Rev. Philip Winkler. A frame building was purchased from the Lutheran congregation in 1876, where services were held for a number of years. In 1886 their present brick edifice was erected at a cost of \$3,000. This organization was instituted with 12 members, now increased to 75. There is also a Sabbath school, having an attendance of over 70 pupils. This department is under Mr. George Dippel as superintendent, with whom are associated 12 assistants. Rev. Mr. Eidt is pastor.

Methodism, although not established in Listowel for several years subsequent to churches of that denomination in Elma, has made good progress. Services were first held in 1864, by Rev. Mr. Armstrong, an old pioneer preacher in this county. Here, as in other sections, it had a small beginning, the principal promoters in this village being William McKinney, A. B. Riggs, James Lee, and J. W. Scott. Rev. Mr. Sanderson was the first stationed minister, completing organization in 1865. A frame building was also erected, at a cost of \$1,000. At that period 12 members and a few adherents constituted this now important congregation. In 1866 a Sabbath school was organized by Mr. William McKinney, he being first superintendent. During 1886, or subsequent to Methodist union, when church organization was effected on a broader basis, the present substantial brick building was erected, at a cost of \$15,000. There is now a membership in connection of over 350, with a large number of adherents. 180 pupils attend the Sabbath school, conducted by Mr. G. W. Slaughter, principal of the public schools, who, with a staff of assistants, is doing a good work in what may be called the nursery of Christianity.

The congregation of United Brethren was organized in 1887, Rev. Mr. Love being first minister. This church had at its inception about 50 members, which number still remains. A neat frame

building has been erected, at a cost of about \$2,000, where services are now held by Rev. Mr. Munday. A Sabbath school is also conducted by Mr. J. Kilgour, having on the roll about 100 pupils.

The Anglican congregation in Listowel was founded in 1862 by Rev. Canon Newman, and a small frame church was erected in 1863 on the south side of Main street. Messrs. George Draper, William Gibson, W. T. Waugh, J. A. Halstead, and William Keever, with a few others, were its promoters. The first vestry meeting of which there is any record was held in April, 1867, when their old church was removed to where the present building now stands, and which was subsequently destroyed by fire. From its ashes arose the present beautiful structure, erected at a cost of \$10,000. In a town containing so many fine buildings, this church is also creditable to the liberality and public spirit of the Anglican body. The edifice is of stone, and in Old English style of architecture, with nave, transepts, chancel, vestry, and tower. Heavy buttresses in the walls, finished with massive copings, give the exterior an imposing appearance. Its interior arrangements, with their elaborate and ornate decorations, are beautiful and impressive. A handsome oak pulpit, with several other adornments, were the gift of Rev. H. W. Jeanes, a former minister. This minister was not alone in his desire to render as attractive as possible the altar at which he worshipped, his example being followed by Mrs. H. B. Morphy and other citizens, whose taste and liberality are displayed in gifts of costly and beautiful materials for adornment appropriate to the house of God. The roll of this congregation now contains the names of 200 communicants, and as many adherents. There is also a Sabbath school, with an average attendance of about 200 pupils, under the superintendence of Mr. A. St. George Hawkins.

Before leaving this part of our history of Listowel, it is proper to state as an indication of the social condition of the people that the professions are fully represented. In the medical department are Dr. S. T. Rutherford, Dr. John Philip, Dr. Albert Nichol, Dr. J. Thompson, and Dr. Dingman. The law firms are Morphy

& Carthew, Blewitt & Bray, Mr. T. C. Hamilton, and Mr. J. E. Terhune. Listowel has practising dentists—Dr. William Bruce, Dr. A. McDowall, and Dr. J. J. Foster. Financial institutions are represented by the Bank of Hamilton, Imperial Bank, and the private bank of J. W. Scott.

Listowel has two weekly papers, whose efforts have done much to advance the material interests of those amongst whom they circulate. The *Banner* was founded in 1866 by Thomas E. Hay and J. H. Hacking, and was first issued as a four-page sheet, 18 x 24. This paper has been a consistent advocate of Reform principles since its inception, giving its support on all occasions to those measures it considered calculated to serve the best interests of the country. Mr. William Climie is now proprietor and publisher, issuing an eight-page sheet, 17 x 22.

In 1871 was issued the *Standard*, as a four-page paper, by Mr. A. St. George Hawkins and W. L. Kells as publishers and proprietors. At the end of two years Mr. Kells retired, Mr. Hawkins assuming full control. The *Standard* is issued as a Conservative party organ. Its publisher, while he is not tinctured with fossil Toryism, believes that political innovation should not be experimental, but rather supplemental to the people's wants. At the end of 31 years the *Standard* has grown to an eight-page paper, and is still in the hands of Mr. Hawkins, one of its first proprietors.

No history of a community can be complete without some indication of those industries which give employment to its citizens. It is from manufacturing establishments that wealth is brought to any commercial centre, and they are, therefore, of great importance to material development. Next to Stratford, Listowel is the largest manufacturing town in this county. Most prominent of these establishments is that of the Morris, Field, Rogers Company, Limited. This company was organized in 1891 to manufacture Morris pianos, and is most creditable to the enterprise of Listowel. A great four-storey building of white brick has been erected, equipped with modern machinery, and of impressive exterior appearance. From 80 to 100 men are employed in this factory, many of whom supply skilled labour in order to produce a high

artistic effect on their goods. These instruments are sent to South Africa, Britain, France, Germany, Spain, and to every section of our own country. Under the management of President J. W. Scott and Vice-President Lieut.-Col. D. D. Campbell, with J. C. McDowell as executive officer, this enterprise has been a success.

The Listowel Furniture Company was organized in 1900. A fine brick building, which is being largely extended, has been erected to accommodate this institution. The principal promoters of this factory were Messrs. Kay, Wahl, McDuff, Fleming, and Andrew Forsch, who is president. From 50 to 75 hands are employed in this industry, and goods sent to every corner of the world, almost. Bedroom suites, sideboards, bookcases, chiffoniers, all of high-class manufacture, are special lines. A considerable amount of skilled labour is also employed in producing these goods, which commands liberal compensation.

Perhaps the oldest establishment in Listowel next to Mr. Hay's mills is a tannery, originated by Messrs. Towner and John Campbell in 1867. This industry in 1891 became the property of the Breithaupt Leather Company, and is now managed by Mr. Charles Anderson. In this establishment are employed from 20 to 30 hands, where the weekly output of goods is large and still increasing.

An infant establishment in this progressive town is the Bent Chair Factory, which began operations in 1902. A splendid building has also been erected to accommodate this business, now managed by a board of directors—John Watson, president. It is gratifying to know that a constantly increasing demand for goods of this class in our new territories has made this factory a success, and given employment to from 40 to 50 hands.

In 1882 Bamford Bros. opened an establishment as contractors and builders. Planing mills were erected, equipped with modern machinery. This business has expanded as other manufactories increased, and employs now from 12 to 15 men.

In the manufacture of agricultural implements Gilles & Martin employ over 50 men. This is comparatively an old-established business, re-organized about 1894 under its present management, having now a large trade.



Besides these large manufacturing establishments, where many hands find remunerative employment, there is also a woollen mill—perhaps the earliest manufacturing business in Listowel—now, and for over a quarter of a century, operated and owned by B. F. Brook. An old establishment is that owned by Horne & Calder as a planing mill for manufacturing building material, employing a number of men. These, with Meyers & Co.'s large flouring mills, managed by Josephus Meyers; the marble works of Robert T. Kemp, and the brewery of John Watson, constitute the principal industries in Listowel.

In 1896 Mr. Edward Sergeant opened a forwarding business for exporting dairy products and eggs. This is of great importance to the agricultural community, as affording an outlet for their surplus goods of this kind at remunerative prices. The business is now of large volume, and increasing, an indication of its appreciation by those it was designed to serve.

In 1902 Listowel's assessment roll gave a population of 2,661, and a total assessed value of \$830,850, or an increase in value over the preceding year of \$37,450.

Executive officers in Listowel since it was set apart as an incorporated village, in 1867:—

*Reeves.*—1867-72, D. D. Hay; 1873-4, D. D. Campbell; 1875-80, Thos. E. Hay; 1881-2, John A. Hacking; 1883, Alex. Davitt; 1884-5, D. D. Campbell; 1886-7, Thos. E. Hay; 1888, D. D. Campbell; 1889-90, Thos. E. Hay; 1891, Samuel Bricker; 1892-4, J. A. Hacking; 1895, Wm. Welch; 1896, J. A. Hacking; 1897, A. W. Featherstone; 1898, James Tremaine; 1899—county commissioners elected.

*Deputy-Reeves.*—1877-8, D. D. Hay (first deputy reeve); 1879-80, J. A. Hacking; 1881-2, Geo. Hess; 1883, John Riggs; 1884, A. S. Davitt; 1885, Robt. Woods; 1886, Robt. Martin; 1887, Wm. Martin; 1888-9, Peter Lillico; 1890, Wm. Welch; 1891-2, W. T. Park; 1893-4, R. T. Kemp; 1895, J. S. Bowman; 1896, Jacob Heppler; 1897, Jas. Tremaine; 1898, A. W. Featherstone. 1899—county commissioners elected.

*Mayors.*—1875-7, D. D. Campbell (first mayor); 1878-80, J. W.

Scott; 1881-2, Thos. E. Hay; 1883, George Hess; 1884-5, J. A. Hacking; 1886-7, William Hess; 1888-9, Samuel Bricker; 1890, Peter Lillico; 1891-2, W. M. Bruce; 1893, Sam'l Bricker; 1894-5, A. W. Featherstone; 1896-7, J. W. Scott; 1898-9, J. A. Hacking; 1900-2, John A. Watson.

*Clerks.*—1867-77, Benjamin Rothwell; 1878-9, Jas. W. Devlin; 1880-5, Wm. Bright; 1886, Hugh B. Morphy; 1887-9, John A. Burgess; 1900-2, William Bright.

*Treasurers.*—1867-77, B. Rothwell; 1878-9, George Sutherland; 1880-6, Lewis Bolton; 1887-90, John B. Devlin; 1891-1900, Robt. Martin; 1901-2, Wm. E. Binning.

*Assessors.*—1867-8, Stewart McIlraith; 1869, G. S. Climie; 1870-1, Isaac Tilt; 1872, James E. Hay; 1873, Wm. Little; 1874, T. E. Hay; 1875, B. B. Sarvis; 1876-7, Alex. Morrow; 1878-80, Nathaniel Tilt; 1881, B. B. Sarvis; 1882-4, N. Tilt; 1885-6, B. B. Sarvis; 1887-8, Wm. Mitchell; 1889-91, Alex. Morrow; 1892-3, T. E. Hay; 1894, Alex. Morrow; 1895, Wm. E. Binning; 1896, N. Tilt; 1897-8, John Torrance; 1899-1900, J. E. Allan; 1901, Wm. C. Hayden; 1902, A. W. Featherstone.

*Collectors.*—1867-8, Peter Steel; 1869, L. Bolton; 1870-3, John Binning; 1874, B. Rothwell; 1875-6, Wm. T. Hacking; 1877-9, Robt. Woods; 1880, Robt. Bagues; 1881-6, L. Bolton; 1887-8, J. Purcell; 1889-90, J. B. Dinkle; 1891-2, W. R. Clayton; 1893, T. J. Ballantyne; 1894, Wm. E. Binning; 1895, S. M. Smith; 1896-1902, C. Tabberner.

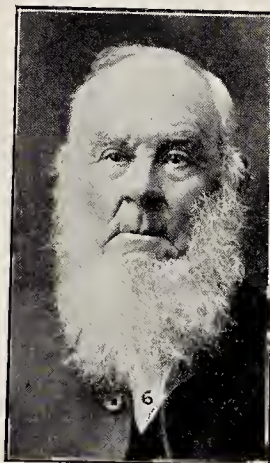
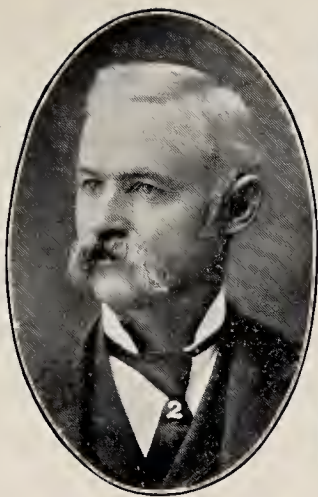
*Auditors.*—1881, Robt. Martin, McBieth Green; 1882, Reuben Armstrong, McB. Green; 1883, McB. Green, T. G. Fennell; 1884-5, B. Rothwell, McB. Green; 1886, Dr. Burgess, Dr. Michener; 1887, Wm. E. Binning, John Livingston; 1888, F. McDowell, J. Livingston; 1889, B. Rothwell, J. Livingston; 1890-91, Wm. R. Clayton, B. Rothwell; 1892, C. Tabberner, Wm. Irwin; 1893-4, C. Tabberner, Wm. Welch; 1895, W. R. Clayton, J. M. Carthew; 1896, L. Bolton, J. M. Carthew; 1897, Wm. Irwin, J. M. Carthew; 1898, L. Bolton, J. M. Carthew; 1899-1901, L. Bolton, J. McCallum; 1902, Robt. McMillan, C. G. McGregor.

## CHAPTER XXV.

### MITCHELL.

In many respects the history of Mitchell prior to 1857 is merged in that of Fullarton, Logan, and Hibbert. Any recital of it in detail would be simply a repetition of much already set down in the history of those municipalities. In 1836 a sale of lots took place, and in 1837 John Hicks erected a frame building for a hotel, at the corner of St. George street and the Huron road. Prior to this event, however, a log building was erected near the river, in Logan,—no doubt the first in Mitchell. Mr. Hicks erected in 1857 a large brick hotel, destroyed by fire many years ago, and replaced by the present Hicks' house. The building of 1857 was a unique structure, built in the form of an old baronial hall, with flanking towers on the right and left corners of its front elevation, and finished in castellated form. Another old pioneer was Daniel Kerr. A store was opened in September, 1844, by W. F. McCulloch, of Stratford, on the south-west corner of St. George street and the Huron road. Mr. McCulloch was succeeded by Messrs. Daly & Mickle, in 1857. Another store was opened by Mr. Wm. Matheson, who was succeeded by Mr. Edward Greensides, who later removed to Monkton. Meantime other settlers were locating. About 1842 along with Mr. Kerr came James McClacharty, Duncan and John Campbell, and, soon after, Robert Christie and R. W. Cana, a grist mill having been erected by the Canada Co. In 1844 came Thomas Matheson, who afterwards became prominent in municipal affairs. Up to this period, and for several years subsequent, progress was slow. In the Canada Company's office, London, England, is an old map of





#### MITCHELL OFFICERS FOR 1902.

1. Hugh Campbell, Mayor. 2. William Ryan, Councillor. 3. S. R. Stuart, Councillor. 4. John Rankin, Treasurer. 5. T. S. Ford, Councillor. 6. William Thorne, Collector. 7. A. J. Blowes, Councillor. 8. James Barnett, Clerk. 9. Frederick Dufton, Councillor.





of Mitchell in 1844, which shows fourteen buildings at that date. These were nearly all erected on the Huron road, north side, between St. George and St. Andrew streets. Some adventurous pioneer had ventured so far into the woods and erected a shanty on the corner of what is now St. David and Waterloo streets. Another house was erected near the present *Advocate* office, and one near where the grist mill is now located. A mail carrier made occasional trips between Stratford and Goderich, Mr. Thomas Matheson being self-constituted postmaster until Mr. Hicks obtained a post office.

It was not till a period subsequent to opening the B. & L. H. railroad, and construction of the Logan road, that development took place. These two events gave a marvellous impetus to trade in Mitchell, and from being a mere hamlet in 1850 she, in 1857, became an incorporated village. Manufactories now began to spring up, and in 1873 the population had so increased that she was raised to the dignity of a town. The document of incorporation was as follows:—

“Now know ye, that having taken the premises into our Royal consideration, we do by this our Royal proclamation, and in the exercise of the powers in us vested in this behalf, we, as well as by the said vested act as by our Royal prerogative or otherwise howsoever, proclaim and appoint that the said village of Mitchell, in the County of Perth, be on after Monday, the 5th day of January next ensuing, erected into a town by the name of the town of Mitchell.

“Given at our Government House, in our city of Toronto, in our said Province, in the year of our Lord 1873, and in 37 of our reign. William P. Howland, Governor.”

At one period of her history Mitchell had a greater number of manufactories than any other town in Perth County. From some circumstance quite inexplicable these have not been retained. The Thomson & Williams manufacturing establishment thirty years ago was larger than any other in Perth County. It being removed to Stratford was most detrimental to this aspiring town. In 1877 the A. M. Gibson Company was organized, but did not

succeed. Another large establishment operated by Tucker & Beer failed of success. The north country in Logan and Elma was fast being denuded of timber, which led to closing several saw mills located in the town, thus destroying her trade in lumber, which at one period was very important. These events had a depressing effect, soon felt by her business men.

A very old established factory is that of the woolen mills, still carried on by Messrs. Dufton & Waterhouse, employing about twenty-five hands. The hosiery manufacturing establishment of Burritt & Son, now the largest in Mitchell, is employing about eighty hands. Goods made by this firm are sent to every corner of our Dominion, and of such quality as to ensure a still increasing trade. There is a large planing mill, employing about fifteen hands. Mr. William Forrester's flax mill employs at certain seasons a large number of people. These, with the grist mills, now constitute the principal manufacturing establishments in Mitchell.

In the town are published two newspapers—one, the *Mitchell Advocate*, a Conservative journal, was first issued by J. E. and W. R. Davis on April 13th, 1860. This is the only paper in the county which has continued since its inception (43 years ago) in the hands of its founders. On November 15th, 1861, was issued the *Perth Reformer*, by Mr. Alexander McLean, which a few years subsequently ceased publication. In 1877 Mr. T. H. Race, a clever writer and energetic man, launched the *Mitchell Recorder*, which he has conducted with success. These two journals have done much to aid in developing this section, and are in receipt of a large advertising patronage.

The legal fraternity in Mitchell are represented by Messrs. Abraham Dent, F. H. Thompson, and E. A. Dunbar, while in the medical profession are Dr. Smith, Dr. Armstrong, and Dr. Hurlburt.

The Mitchell schools are well conducted, and the citizens have made provision for educating their children in providing comfortable buildings certainly equal to any place of similar population in this western section. Excellent public school structures have been erected, and the high school, of brick, is quite hand-

some in architectural design. A very fine public library is also maintained, with reading room in connection, which, as indicative of her people's intelligence, is well patronized.

About 1872 or 1873 a system of waterworks was introduced, known as the "Holly system," at a cost of nearly \$20,000, which has been of great advantage to the town. Granolithic sidewalks have been laid, streets macadamized, a fine electric plant installed; in short, all those conveniences will be found in Mitchell which distinguish energetic Canadian towns. Like St. Marys and Stratford, this place has had her period of depression, and now, like these two aspiring trade centres, Mitchell has indications of a returning prosperity greater than she in her palmy days ever experienced.

In 1855 was issued to Mitchell a warrant to establish a fair—I believe the only one ever issued to any town in this county. I insert this document that my readers may peruse what seems to me a rather unique piece of composition:

"Edmund Head.

"(Seal)

"Province of Canada.

"Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, &c., &c., &c.

"To our trusty and well-beloved Robert Moderwell, our Sheriff of our County of Perth, in our Province of Canada, Esquire, and to all to whom these Presents shall come:

"WHEREAS, it hath been represented to us that the establishment of a FAIR or MART at the Village of Mitchell in the County aforesaid, would tend greatly to the welfare and convenience of the Inhabitants of the said County NOW KNOW YE, that being desirous of promoting by every means the prosperity of our subjects, We, of our Special Grace, certain knowledge and mere motion, have given and granted and by these Presents do give and grant unto Robert Moderwell aforesaid, being Our Sheriff of Our said County and to his successors respectively, being Sheriffs of Our said County for the time being, all and singular the PUBLIC FAIR AND



MART, and the right, privilege, advantage, and franchise of keeping and holding a PUBLIC FAIR AND MART, as Stewards of the same respectively, at and within the Village of Mitchell aforesaid, together with all the Privileges, Customs, Usages, Courts of Piepoudre incident to Fairs and laws of Fairs in general as now established, used and exercised within that part of Great Britain and Ireland. To have and to hold the said Fair, Mart, Franchise, Right, Hereditaments, and Premises to him the said Robert Moderwell, Sheriff of Our said County, and to his successors forever, being Sheriffs of Our said County, to and for the use, benefit, resort and intercourse of All our Liege Subjects of Our said Province, to be used and exercised at the several times in each and every year as follows, to wit: to begin and be holden on the first Wednesday in the respective months of April and October in each and every year, and to commence at nine of the clock in the morning, and to continue at each time respectively until sunset.

“Subject nevertheless to the powers, provisoes, restrictions, payment of piccage and stallage, conditions and limitations herein-after mentioned, that is to say: Provided Always and it is the true intent and meaning of these Presents, that all and every person bringing and exposing to sale any goods, wares and merchandize within the said Mart and Fair, shall pay unto the said Sheriff and to his successors respectively, being Sheriffs of Our said County, such sum or sums of money by way of Toll, for the license of keeping and erecting a stall or booth, or otherwise using or occupying any space or plot of ground within the said Fair and Mart, during the continuance of the same, for the selling, vending or disposing of by barter or otherwise any goods, wares or merchandize, cattle, horses, sheep, hogs, or any other live stock within the said Fair and Mart as our Justices of the Peace in and for the said County and in Quarter Sessions assembled, or the major part of them, shall from time to time in their discretion adjudge and determine to be paid. And we do hereby give and grant unto the said Justices or the major part of them in Quarter Sessions assembled as aforesaid full power and authority to fix,



KNOX CHURCH, MITCHELL.



adjudge and determine the Tolls of the said Fair and Mart accordingly, and from time to time vary and alter the same, and substitute greater or lesser Tolls according to emergency as the said Justices or the major part of them assembled as aforesaid shall think proper; hereby also giving and granting unto Our said Sheriff and his successors, Sheriffs of the time being of Our said County as Stewards of the said Fair and Mart, full powers to levy and enforce the payment of such Tolls as fully and effectually to all intents and purposes as if the same had been specifically named and given or granted to Our said Sheriff and his successors as aforesaid. Provided always, that all sums of money thus collected shall be solely appropriated towards the clearing away the plot of ground whereon the said Fair and Mart shall be kept, and towards other the incidental expenses necessary to be incurred, in making the said Fair-stead convenient and commodious, and most useful to the Public at large. Provided also, that nothing herein contained shall extend to the prejudice or common nuisance of Our Liege subjects of Our said Province of Canada.

“In Testimony whereof, we have caused these Our Letters to be made Patent, and the Great Seal of Our said Province to be hereunto affixed.

“Witness Our Trusty and Well-beloved Sir Edmund Walker Head, Baronet, Governor-General of British North America, and Captain-General and Governor-in-Chief in and over Our Province of Canada, Nova Scotia, New Brunswick and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c., &c.

“At Our Government House, in Our City of Toronto in Our said Province the thirteenth day of December in the year of Our Lord one thousand eight hundred and fifty-five and in the nineteenth year of Our Reign.

“By Command,

“Geo. Et. Cartier,

“Secretary.”

The history of Presbyterianism opens in Mitchell during 1846, when Rev. Dr. Burns, on his way to Egmondville, preached from



a stump which stood near the old Hicks house. Subsequently for two years service was held irregularly by Reverends D. Allen, Graham, and Mackenzie, in a blacksmith shop near the river. This structure soon became inadequate to congregational demands, and an adjournment was made to the Hicks house, until a school building was erected. No organization was effected till 1849, when Rev. Thos. McPherson, of Stratford, established a new congregation. Amongst those present on that occasion were Thomas Wylie, Duncan Campbell, William Irvine, James McClacharty, Henry Morgan, and James McKay—Messrs. Wylie and McKay being chosen managers. The newly-established congregation was called Knox. Sacrament was also dispensed, Hugh Kennedy Junck and Duncan Campbell distributing the elements. Not till 1855 was a minister stationed in Mitchell. A good story is told regarding Rev. Mr. Graham, of Egmondville, who for several years rendered valuable service in building up this mission. He was erecting a small house for himself, and Mitchell people being desirous of assisting him, in acknowledgement of his work in their behalf, decided to present him with sufficient shingles to roof his new habitation. On his next appearance, a short time after this presentation had been made by the congregation, an old Scotch lady was heard to remark, “We gied him the shingles; A wunner if he’s after the nails noo.”

Rev. James Findlay was inducted in 1856 as first stationed minister, his stipend being £130 per annum. A small church was erected, and considerable progress made. In 1861 Mr. Findlay removed, which led to an interregnum of six years. A difference of opinion prevented a minister being chosen, when, on a suggestion made by Mr. Thomas Matheson, the choice was relegated to two ladies, Mrs. James McClacharty and Mrs. John Aikens, who succeeded in making a selection suitable to all parties. During 1894 was dedicated a splendid brick edifice, where worship is now held. This is a costly structure, and one of the most imposing ecclesiastical buildings in the county. Under Rev. Mr. McAulay, who was inducted in 1900, the number of members has increased to 255. A Sabbath school was organ-

ized in 1848 by James Boyd, through whose instrumentality much good has been accomplished.

The English church in Mitchell was not organized till 1861, although services were occasionally held during that period extending from 1854 to 1860. During 1862 Old Trinity church was erected—a frame building, where the congregation worshipped for nearly forty years. In 1899 the present elegant structure was completed at a cost of \$5,000. Since Rev. Mr. Ralley, who was first stationed minister, was inducted, if advancement has not been rapid it has been steady, and from a very small beginning has now attained to 125 families, with a large number of adherents. A Sabbath school is conducted, with Mr. J. A. Blowes as superintendent, having an attendance of 130 pupils. Ministerial work is conducted by Rev. Mr. Howard.

A mission of the Catholic church was established in Mitchell at an early day. They also for some time had to avail themselves of such facilities for celebrating mass as a new settlement could afford. In 1858 they erected a church, the parish at that period embracing a wide section of country. A portion of this has now been set apart as St. Bridgid's, and a part to Kinkora and Dublin. In 1882 a substantial brick church was erected at a cost of \$8,000, where service is now held, and has one especial blessing of lying under no liabilities. This parish is mother of those in Logan and Ellice. In building up these congregations she has given up her own people to worship at more magnificent shrines and at altars of greater splendour than she can boast of. Her limits have been greatly circumscribed, and comprise now only about 30 families, in charge of Rev. Father J. Ronan.

The Methodist church has perhaps a larger membership than any other in Mitchell. It was not till 1852 that a congregation of Methodists was established, Lucie Adams, Robert Keller, James Hill, Thomas Shillington, Paxton Botterall, and Richard and Thomas Babb being promoters. Excepting Messrs. Keller and Adams all of these pioneers are now sleeping in their graves. No regular service was held, however, and when a minister was obtained he preached in the school building. During

1855 a church was erected, complete organization having now taken place with eight members. Subsequent to Methodist Union, a fine building, which had been erected by the Bible Christian section of Methodism at a cost of \$18,000, became a place of worship for the united body. At present 300 members and about 500 adherents meet here every Sabbath day. A Sabbath school is conducted by Mr. F. B. Holtby, with an average attendance of 450 pupils. This congregation has perhaps the best "home department" for an aggregate population such as Mitchell that can be found in the west, having over 300 members. Rev. Mr. Whiting is pastor.

The Evangelical Lutheran Grace congregation was established in 1858 by Rev. J. A. Hengerer with a membership of 16. Service was held in the people's homes till 1862, when a frame church was erected, costing about \$1,000. This congregation has now a connection of about 250 souls. There is also a Sabbath school, with an attendance of about 70 pupils, in charge of Rev. G. Thun, pastor of this congregation.

The following is a list of officers, the first mayor being elected subsequent to incorporation in 1873.

*Mayors.*—1874-5, Thomas Matheson; 1876-9, W. R. Davis; 1880, Joseph Cull; 1881, J. H. Flagg; 1882-4, J. H. Cull; 1885-7, Jas. Dougherty; 1888-9, Thomas McClay; 1890-1, T. S. Ford; 1892, J. W. Cull; 1893-4, W. R. Davis; 1895-7, Isaac Hord; 1898, William Ryan; 1899, Alden Burritt; 1900-1, Fred. Davis; 1902, Hugh Campbell.

*Reeves.*—1857, Thomas Ford; 1858, John Fishleigh; 1859-60, Thomas Babb; 1861-4, J. Fishleigh; 1865-6, T. Babb; 1867-73, Thos. Matheson; 1874, Hugh Campbell; 1875, W. R. Davis; 1876-80, James Sills; 1881-3, Thomas McDonald; 1884, James Dougherty; 1885, John Skinner; 1886, Thos. McClay; 1887, H. J. Hurlburt; 1888, J. Skinner; 1889-91, S. R. Stewart; 1892, Isaac Hord; 1893-6, Jas. Dougherty; 1897-8, John White. Office abolished.

*Deputy-Reeves.*—1874-5, T. Babb; 1876, Robert Currie; 1877-8, J. W. Cull; 1879-80, Thomas McDonald; 1881, A. Burritt; 1882-3,

J. Dougherty; 1884, J. Skinner; 1885, T. McClay; 1886, J. W. Cull; 1887-9, T. S. Ford; 1890-1, I. Hord; 1892-4, A. Dent; 1895-7, William Ryan; 1898, J. T. Dufton. Office abolished.

*Clerks.*—1857-72, James Porter (resigned); 1872-90, Robert Christie; 1891-7, James Christie; 1898-02, James Barnett.

*Treasurers.*—1857, E. J. Woods; 1858-72, James Porter (resigned); 1872-9, William Abbott; 1880, R. H. Sarvis; 1881, H. Campbell; 1882, A. Burritt; 1883-6, G. S. Goodeve; 1887-94, A. Burritt; 1895-1901, William Thorne; 1902, John Rankin.

*Assessors.*—1857-9, R. B. Stephens; 1860-1, John Routledge; 1862-3, Jas. Hill; 1864, Geo. Hibbert; 1865, Wm. Smith; 1866, Wm. Sedgwick; 1867, R. B. Stephens; 1868, J. Sills; 1869-70, W. Sedgwick; 1871, R. B. Stephens; 1872, W. Sedgwick; 1873-4, J. Thorne; 1875, J. Sedgwick; 1876-7, Nelson Vrooman; 1878-81, Thos. Leadstone; 1882, Richard Moffatt; 1883-93, John Broderick; 1894, J. H. Flagg; 1895-1901, J. Broderick; 1902, Thos. Skinner.

*Collectors.*—1857, Charles Thorne; 1858, J. Routledge; 1859-60, J. Dent; 1861-4, R. B. Stephens; 1865-80, J. Abbott; 1881, H. Campbell; 1882, J. S. Coppin; 1883, Nelson Brisbin; 1884-5, Jas. Jones; 1886, Chas. Thorne; 1887, J. S. Coppin; 1888-9, J. Barnett; 1890-1, Jas. Boyd; 1892-6, J. S. Coppin; 1897-1901, J. Barnett; 1902, Wm. Thorne.

*Auditors.*—1858, R. W. Cana, Alex. Matheson; 1859-62, James Barge, G. R. Jarvis; 1863-72, J. Barge, Robert Christie; 1873, Wm. Clegg, J. Barge; 1874, J. Barge, N. Brisbin; 1875, J. Thorne, Fred. Butcher; 1876-8, F. Butcher, J. McDonald; 1879, F. Butcher, J. Broderick; 1880, F. Butcher, J. Thorne; 1881, F. Butcher, J. Broderick; 1882, J. Brodrick, C. Thorne; 1883-5, W. Potts, J. Meikle; 1886-7, W. Potts, W. H. Dent; 1888, J. Barnett, D. W. Cantlon; 1889-90, W. Potts, W. Babb; 1891, C. Thorne, W. Babb; 1892, J. Sills, W. Babb; 1893-8, W. Babb, G. S. Goodeve; 1899-1902, Cephas Woodger, W. Babb.



## CHAPTER XXVI.

### STRATFORD.

When surveys were made in the Huron Tract, in that portion of it which afterwards was organized as Perth County two town sites were reserved. These were Stratford and Mitchell. Contrary to the opinions expressed by several intelligent writers on Perth County history, we believe this selection of a site for Little Thames, as Stratford was first named, was not made from its geographical position, but as a matter of convenience. Its contiguity to the river was no doubt a primary factor in its being chosen. As far as any argument based on a convergence of leading roads is concerned, it appears of no importance whatever. In the wild forest who can say what development will induce? Priority of settlement may for a time give prestige, but it does not follow that when half a century has gone that precedence may still be maintained. Commercial demands are inexorable, and will set at defiance the best laid schemes of surveyors, speculators, or boards of directors. Whatever Stratford is to-day she owes not to her natural geographical position. Her ascendancy has been attained not from environment, but from an impressment of extraneous conditions which she has compelled to become ministers to her success. Great towns, like great men, make way for themselves, and obstacles, which appear insurmountable to some, by an overpowering determination are transformed and compelled to be factors in their advancement. It is worthy of note in connection with this city that of all towns or villages in this county its location was least desirable as an agricultural centre. Fine sections of farm land surrounded St. Marys, Mitchell, and Lis-



STRATFORD MAYOR, ALDERMEN, AND CLERK, FOR 1902.

Standing, from Left:—E. K. Barnsdale, E. H. Editt, Thomas Savage, J. L. Bradshaw, R. R. Lang (Clerk), J. Davis Barnett, James Trow.  
Seated, From Left:—J. D. Hamilton, Henry Pauli, James Stamp (Mayor), William Davidson, William Daly.





towel. Stratford was located in a great swamp. It is not surprising, therefore, that for a period of twenty years her progress was inconsiderable.

Stratford was really founded in 1832, or nearly ten years before a survey of Blanshard had even been made. It had priority of several years over Mitchell, and yet in 1850 St. Marys had a larger population than Stratford, and was a more progressive town. This is easily accounted for. In all new commercial centres material progress at the outset is accelerated or retarded by their environment having a natural adaptability for agricultural purposes. There was no town in Perth County, nor, indeed, in the Huron Tract, located in a spot so destitute in its surroundings of those elements which give life to a backwoods hamlet. St. Marys, in this respect, had an advantage over all other places in this county, in so far that within many miles there was no land not available for agriculture when a clearance was effected. It, therefore, advanced more rapidly than Stratford, until it reached a certain point. This limit is the line of demarcation that lies where a town has created a commercial interest large enough to supply the agricultural community by which it is surrounded. If it does not aspire to that greater interest of manufacturing, thereby drawing wealth for its goods from distant customers, then its progress must end. This appears to be a solution of the question regarding Stratford's marvellous progress during the last twenty years. Beyond supplying the wants of an agricultural section, St. Marys, until lately, never aspired. On the other hand, Stratford has imposed on herself heavy burdens in order to secure manufacturing industries, and thereby bring an increase of population and an increase of trade. This policy of her public men has been most successful, and placed her far in advance of her former competitors for commercial supremacy.

A writer in 1852 says, "The village of Stratford, now the county town of Perth, is pleasantly and well situated, but has made no progress considering its natural advantages. It has increased considerably in size since we last visited it seven years ago. The buildings generally are of an inferior character, and appear to



indicate a want of spirit or of means among the inhabitants, which is not, however, surprising, as an inland place, surrounded by bad roads for a large portion of the year, is scarcely likely to partake very largely of a cheerful character." If this writer had been acquainted with pioneer life, he would have understood why the village of Stratford "did not partake of a cheerful character." A little backwoods hamlet in the centre of a swamp, where, about seven years prior to the period at which this extract was written, a settler had wandered from his home, and was devoured by wolves within what is now the city limits, was not likely to be very cheerful. As to the character of the roads, we refer our readers to reports of Mr. Monteith and others, pathmasters of Downie.

Towns are like individuals; there is a "tide in their affairs, which, taken at the flood, leads on to fortune." Whatever this place may be now is not owing to her natural position but to her citizens, who compelled circumstances to shape themselves in her favour. Success comes to no one by listlessly waiting. It is a result of continuous labour and watchfulness, and if Stratford so far has won, it was not by waiting on fortune, but by her conduct compelling fortune to wait on her.

An old gentleman, still living, informs me that he assisted, when a boy, in cross-laying a portion of road between what is now Stratford and the Little Lakes in 1831. At this period no one was residing in or around this section. A couple of shanties were utilized by the workmen and the oxen, of which he was teamster, as stopping places. These shanties, roofed with bark, were erected near the river by surveying parties (as stated elsewhere) to accommodate such venturesome travellers as might extend their explorations so far westward of civilization. In 1832 came William Sergeant, who was first settler in Stratford. At this period it was known as Little Thames, its present name being given by Dr. Dunlop in honour of the bard of Avon. Mr. Sergeant was an Irish gentleman of good family, but broken fortune, who sought a home in the wilds of the Huron Tract for himself and friends. The family consisted of John Sergeant and his two

sons, William and Thomas, and came from Clonmell, County Tipperary, Ireland. They were liberal, high-minded people. Thomas was married to a Catholic lady, who appears to have had all the graces this Church so conspicuously develops in female character. She had assisted several of her Catholic friends to accompany them to Canada, where they settled near Little Thames. Mrs. William Sergeant appears also to have been an estimable lady, whose name is associated with many acts of kindness to all. Such were the first permanent residents of Stratford.

Mr. Sergeant erected a hotel near where the post office now stands, which he named the Shakespeare hotel. In this building he also opened a general store. About this time also a store was erected by one George Worsley, west of the river, which was supposed would be the point at which business would centre. Meantime other settlers arrived, and erected buildings on the Huron road, east of the river, now Ontario street. Mr. Sergeant's hotel was used for a church as well as a tavern, representing the only spirituous and spiritual structure in Stratford. John Sharman and his family were also early settlers. Mrs. Sharman died shortly after their arrival, which was probably the first death in this hamlet. Interment took place in what is now the centre of a street opposite St. James' church. J. A. McCarthy was what was afterwards known as a '32 man. In 1833 came J. C. W. Daly, as Canada Company agent, and erected another frame building as a general store. During 1833 arrived J. J. E. Linton, who was afterwards first school teacher in this county. Another settler of aristocratic distinction had located near the river as a suitable position for hunting, who was named Berwick. This gentleman had a retinue of servants, with a full outfit of dogs, guns, &c., but not finding backwoods life to his taste, soon returned to whence he came as being more congenial. The first location ticket I have seen is in possession of Judge Woods, and dated January 17th, 1833, before leases were issued. This ticket is No. 62-61, covering lot 1 on concession 1 and 2, Downie. Mr. Thomas Ward was the purchaser, and agreed to pay therefore 7s., 6d. per acre. He paid £12, 10s. in cash and gave notes

for £62, 10s. This property was afterwards bought by the Woods family, a portion of it being still held by Judge Woods, on which a part of Stratford is built, known as Woodville. Progress was extremely slow, however. In 1840 there were three stores—kept by J. C. W. Daly, John Monteith, and a person named Meany; Mr. Sharman's blacksmith's shop, the first in this county; a shoe shop, a couple of cobblers, Way's cabinet shop, a saw mill, erected by John Sebring in 1833; a grist mill, built about the same time; and the "Auld Kirk," built in 1835. Subsequent to this period settlement became more rapid, although Stratford's increase in population was still slow. In 1850 the inhabitants numbered 900. There were now two grist mills, an oatmeal mill, a distillery, saw mill, foundry, carding and fulling mill, two tanneries, brewery, two asheries, one on a large scale, located where the Commercial hotel and Theatre Albert now stand; a post office, and six churches. Financial institutions were represented by the Upper Canada, the Canada, the National Loan Friendly Life Assurance Company, Provincial Mutual & Equitable Fire Insurance Company, and a Canada Company office.

Separation from the United Counties of Perth, Huron, and Bruce in 1850, and Stratford being selected as county seat, gave the first impetus to this still unimportant village. Hitherto it had been a part of those municipalities which converge within its limits. The new dignity of being elevated to a county town created higher aspirations in the citizens than being a small country village. During 1852 new county buildings were erected, and January, 1853, saw met together for the first time that legislative body which was to control local affairs in Perth County. Stratford now aspired to become a town. In accordance with the Act, 12 Vic., chap. 81, a petition was sent to His Excellency praying that Stratford be set apart as an incorporated village. This petition was approved by William Rowen, then acting as Governor, who issued a proclamation raising Stratford to this new dignity. Robert Moderwell was appointed returning officer, the election to be held on the first Monday in January, 1854. Mr. Moderwell having taken the oath before Mr. Andrew Monteith,

proceeded to hold nominations at the court house. On this occasion came before the people as candidates, Alex. B. Orr, Robert Johnson, James Orr, Peter Reid, P. R. Jarvis, R. H. Lee, W. F. McCulloch, Peter Woods, James Woods, Henry Walters, John R. Vivian, John A. Scott, R. H. Keays, John Sharman, John Lynch, and John Hyde. Of this number Messrs. A. B. Orr, Reid, Vivian, Lee, and McCulloch were elected. At their first meeting Mr. McCulloch was chosen reeve, and Stewart Campbell clerk, who afterwards resigned, when Mr. S. L. Robarts was appointed. Jas. Woods and Peter Ferguson were appointed assessors; Robt. Johnson, collector, and Adam Seegmiller, treasurer. Compensation was allowed to these officers: Clerk, £30; assessors, £10 each; collector, £12; treasurer, £10; auditors, Peter Reid and Samuel Lloyd Robarts, salary not stated. Hotel licenses were fixed at £7, 10s., Thomas Stoney, John Alexander, and Samuel Hesson, inspectors; school trustees, Robert Monteith, John A. Scott, John Hyde, T. M. Daly, Robert Keays, and Andrew Monteith. Dr. Hyde and Dr. Shaver were appointed medical health officers; George Larkworthy, chief of police, at a salary of £20 per annum. Mr. Hammond's services in this department were accepted, but without remuneration.

These important functions having been performed they proceeded to other matters. A new fire engine was ordered from Montreal, and it is interesting to note that a special provision was inserted in the contract that delivery should not be made until navigation opened the following spring. Several by-laws of importance were also passed. Railroads were now occupying people's minds, as being of incalculable advantage to inland towns such as Stratford. £25,000 was, therefore, borrowed to purchase stock in the Brantford, Buffalo & Goderich railway. Explanations regarding this stock will be found in a paragraph dealing with county indebtedness elsewhere. A further sum of £1,800 was borrowed to erect a school building, with £1,700 for sidewalks and purchasing a site for a market house. The land selected for this building was an old saw mill yard, which Mr. McDonald, then proprietor, agreed to sell for £200. This is still the city market



place, although in 1855 old saw logs, slabs, saw dust, and other refuse, lying scattered on all sides, was a source of great annoyance to the council and citizens generally. It was not till those in authority had recourse to stringent measures that an abatement of this nuisance was made, and sidewalks and streets were cleared of those unsightly obstructions. Stratford so far having no corporate seal, it was decided to adopt that of their chief magistrate for sealing official papers, which was a crest, an arm, an arrow, with the motto *vi; it, anims*.

During 1855 an attempt was made to introduce monthly cattle fairs, but which, as in other sections of this county, were never successful. Further legislation was enacted against saw logs interfering with travel on the principal streets. During this year we obtain a first glimpse at the finances of this now progressive village. Estimates for all purposes amounted to £1,176, 7s., 4d., or somewhat less than \$5,000. In 1856 tenders were asked for constructing a market building, but not to exceed £5,000. A prize of £50 was offered for the best design. A by-law was also passed authorizing the purchase of stock in the Northern Gravel road. This was a most important movement on Stratford's part, opening up that dense swamp, a distance of ten miles, by a good highway to those fertile lands in Mornington. This road brought an immense trade to the town, and accelerated development in that splendid country lying to the north.

The year 1857 saw a market building erected, whose cupola with its extending flag staff was for years the pride of the citizens, exciting wonder and admiration in backwoods youths who came from the northern townships with their oxen to trade in this great metropolis. Like much in this world, however, it was not what it seemed. Erected by Messrs. Oliver & Sewell, contractors, at a cost of £5,490, from some imperfections in construction it was constantly being repaired. This old structure was destroyed by fire in 1897. In 1899 the present fine building was erected at a cost of \$45,000. During 1857 a fire company was organized, and great improvements made on several leading streets. Nile and Waterloo streets were now graded, at a cost of 4s., 11½d.

per rod. Downie street was also graded, at a cost of 6s. per rod. A census was taken this year, the results of which indicated great progress since 1850. The village was now divided into five wards—Shakespeare, Hamlet, Romeo, Avon, and Falstaff. Enumerators were appointed for each of these, Mr. J. J. E. Linton being paid £1 for his services; W. D. Harrison, B. Grant, and Jas. Taylor, other enumerators, 15s. each. The total population being 3,198, action was again taken regarding hotel licenses, which were raised to £20.

1858 saw Stratford elevated to the dignity of a town, with Mr. J. C. W. Daly as first mayor. Another new fire engine was ordered, and a new bell was placed in the cupola of the market building, which since its erection had been silent as the spheres. Three new town pumps were ordered from Georgetown for town wells. Tanks were placed on principal streets for cases of emergency.

On March 21, 1859, Mr. Linton, notwithstanding these indications of material development, presents a somewhat doleful report regarding poor people in the town. Relief had been given to 33 families, who were reported as destitute. Mr. Linton is reported as carrying a bottle of wine to a dying man named Pat Connors, and paying \$2 for his funeral expenses. A soup kitchen was established where the poor were fed; the first, and we pray heaven it may be the last, ever established in Perth County. In this trying period Mr. Linton's conduct presents a noble aspect of human character and a tender sympathy for human suffering.

Mr. Daly having resigned his position as mayor, Mr. William Smith was chosen to succeed him. A further sum of £1,250 was granted to the Northern Gravel road. Bowling alleys and billiard rooms were now first introduced, and by-laws were passed imposing regulations regarding the manner of conducting them.

On September 12th, 1860, a great event transpired in Stratford. This was a visit from the Prince of Wales, now His Most Gracious Majesty King Edward the Seventh. A committee consisting of W. F. McCulloch, mayor; William Smith, reeve; Thomas Stoney, deputy reeve; Andrew Monteith, warden of the county, and

Messrs. E. F. Ryerson, P. R. Jarvis, J. C. W. Daly, Sheriff Moderwell, S. L. Robarts, and William Mowat were appointed to draft an address for presentation to His Royal Highness. The little old building which was then used as a station was decorated with bunting. Carpets were laid so that royalty would not soil his feet as he alighted to receive the professions of loyalty of the truly patriotic people of Stratford and vicinity. Great crowds were present ; citizens from behind the counter, and pioneers from the swamps of Ellice and Elma—clad in home-spun—and who had come many a weary mile over crossways and through stumps to see the future ruler of Britain's Empire. They desired to give one mighty, heartfelt cheer of God-speed to that modest-looking youth, whose appearance recalled to them once more the home of their fathers far away across the sea. On arrival of the train, as the Prince stepped out on the platform to receive the committee, he was greeted by such a cheer as true British hearts only can give. This committee of prominent men, as they shook hands with their royal visitor, were covered with glory, and for once felt like saying, as did Simeon of old, "Now let me die, for mine eyes have seen thy salvation." As another generation has sprung up in Stratford since that memorable day, we insert the address as read by Mayor McCulloch :

*"To His Royal Highness the Prince of Wales :*

"May it please Your Royal Highness,—We, the inhabitants of the Town of Stratford, beg to approach Your Royal Highness with assurances of our devotion and loyalty to the Crown and authority of Her Most Gracious Majesty the Queen.

"We, in common with the rest of Her Majesty's loyal subjects in this Province, would have felt highly gratified had the exigencies of state permitted Her Majesty in herself to visit the first Colony of the Empire and to have received in person the congratulations of her subjects on the success which has attended the mild and equitable rule under which our country is rising so rapidly to greatness.

"We desire to thank Her Majesty for the consideration she has shown in permitting Your Royal Highness to visit us, and we

welcome it as an assurance of our Sovereign's earnest desire to cement still closer the bonds of interest and affection which connects us with the mother country, and which enables us to share in—that which is our proudest boast—the liberties and glories of the British Empire.

“We regard it as a high privilege to be enabled to welcome Your Royal Highness, and we beg respectfully to offer our congratulations on the opportunities which this journey affords Your Royal Highness of seeing the country and inhabitants of which you are destined—we trust at some very distant day—to become the Sovereign.

“Little more than a quarter of a century ago the very country through which Your Royal Highness has passed, west of Toronto, was one almost unbroken wilderness, and Your Royal Highness may realize the rapidity of our material progress by comparing the present with the past. This peaceful progress has been fostered and protected by British law and British institutions, which we cherish as warmly as our fellow-countrymen at home.

“The visit of Your Royal Highness will tend still further to increase the attachment which binds us to the mother country—an attachment founded on kindred languages, laws, and institutions, and a common sentiment of loyalty to the Sovereign head of the vast empire of which we form a portion, and in whose glorious achievements in the vanguard of civilization we have a common share and a common interest.

“We pray Your Royal Highness to convey to Her Majesty the sentiments of high regard in which we hold her rule, and our earnest hope that nothing may ever occur to sever a connection which is mutually so advantageous, and which we regard as the crown of our country's glory.

“On behalf of the citizens of Stratford.

“W. F. McCULLOCH, Mayor.”

To this very flattering testimony of loyalty and affection towards Her Majesty's person and government His Royal Highness was graciously pleased to make the following reply:—

“*Gentlemen*,—I thank you sincerely for the address which you



have presented to me. In the Queen's name I acknowledge the expression of your loyalty to her Crown and person, and for myself I am grateful to you for this welcome to your neighbourhood."

This terminated the proceedings, and with a few hand-shakings and a rousing cheer the visit of His Royal Highness became a paragraph in the page of history.

Meantime, in 1864, population had attained to 3,600 souls, to supply whose spirituous wants fourteen hotels were licensed. Another innovation was now introduced of great convenience, in supplying light for the streets. No effort had previously been made in this department of civic government; but quiet, inoffensive burghers, returning from business at late hours, were now aided in maintaining a decorous and polite deportment in crossing streets whose mud in rainy seasons was of unsearchable depths. Mr. P. R. Jarvis during this year applied to the Home government for a trophy of British power, which young Canadians might look upon, and thereby stimulate their military ardour. In reply Stratford received a cannon, captured by Britain in the Crimean war, and which now sits peacefully on the north side of Downie street. In every section evidences of improvement were perceptible. Several elegant churches had been erected, and good substantial business blocks were now found on Ontario and Market streets. Expenditure on public works had also largely increased since 1854, being now, in 1867, \$18,000.

Since completing the G. T. R. and the B. & L. H. railway in 1857, Stratford's commercial supremacy in Perth County was assured. This, again, was rendered more secure by the construction of the Port Dover and Stratford & Huron railways in 1875. Wealth was now accumulating, and in 1874 a gas company was organized to supersede the oil lamps of an earlier day. These luminaries had done pioneer service, although the feeble glimmering light emitted seemed to do nothing further than render more perceptible surrounding darkness. Gas was again superseded in turn by electric light, which now sparkles on every street and in the luxuriant homes of numerous citizens. The assets of the Electric Company now reach over \$100,000.

In 1883 a Water Supply Company was organized, with Mr. John Corrie as president, having a capital of \$115,000. In 1901 this company supplied, through 70,000 ft. of mains, nearly 325,000,000 imperial gallons of water. This indicates a very great improvement since the first council ordered three pumps from Georgetown for the village wells.

A modern system of fire protection is now in operation, and a system of sewage has been introduced. Sewage beds have been constructed on the latest scientific principles, where absolute purification is attained before being discharged into the river.

These improvements have demanded a large expenditure in their successful prosecution, and the people in 1901 contributed for civic taxation \$120,000. Of this amount nearly \$24,000 was set apart for education, \$16,540 for local improvements, and \$13,585 for fire protection, water, and light.

Before closing this part of our work we desire to add that all those fraternal societies, which are doubtless doing great good in the world, are fully represented in a population of 10,500 people, who are now citizens of Stratford. The benevolent societies are: St. George's, St. Andrew's, St. Vincent de Paul, Freemasons, Oddfellows, Foresters, Workmen, Orange and Temperance lodges, Father Mathew Temperance Society, G. T. R. Benevolent Society, Friendly Society, Amalgamated Society of Engineers, Sons of Scotland, Sons of England, Knights of Pythias, and others. A library and reading room has been established by the railway company for their employees. A public library is also maintained, containing at present over 4,000 volumes.

Meantime Stratford had long passed the line of differentia between a country village and an important manufacturing town. Bad roads or a small representation of farmers' wives or daughters no longer means a conspicuous depreciation of business. Prosperity for her does not rest on wealth produced in the townships surrounding, but in that great amalgamation of skill and labour found within her own limits. This work of deft hands is now sent to almost every corner of the world in manufactured goods.

In 1870 the Grand Trunk workshops were opened under the

management of Mr. Thomas Patterson, whose son, Robert Patterson, is now master mechanic of this immense establishment. Locating these workshops in Stratford resulted from that policy persistently carried forward by her public men for many years. A concentration of railroads at this point led to construction of the mechanical appliances necessary to their economical operation. During 1888 these great buildings as they now exist were completed, and became a centre of industry within whose noisy walls 800 workmen earn a comfortable subsistence for themselves and families.

Next in importance to these great mechanical works is a large furniture factory erected by the George McLagan Furniture Co. Mr. McLagan, who appears to be a person of great administrative ability, had operated a similar establishment for many years, which was destroyed by fire in 1900. The present building is an imposing one of white brick, within whose walls are employed about 200 hands. Manufactured goods from this establishment are shipped to every corner of the world.

The Macdonald Manufacturing Co. was established in 1876 for constructing threshing machinery. This business has been a successful one, and is still carried on by one of the original founders and his two sons, P. A. and J. R. Macdonald. Large brick buildings were erected in 1901 to accommodate an increasing trade. About 50 men are employed.

The Stratford Mill Building Co. is another large and important industry, employing over 100 men. This establishment is operated by Mr. William Preston, present proprietor, who manufactures mill machinery of every description.

The Stratford Bridge and Iron Works were founded in 1892 by Mr. W. W. Cowan, and are now operated by Mr. Thos. Halliday, with Mr. Cowan as superintendent. This industry constructs steel bridges, wind-mills, grinders, force and lift pumps. Improved roads has created a great demand for steel bridges, which in old days did not exist. This factory employs about 50 men.

The Whyte Packing Co., organized by John Whyte in 1899, while a source of wealth to Stratford, is of great importance

to the agricultural districts surrounding. This establishment is well equipped, and affords employment to a large staff of workmen.

One of the oldest industries in Stratford was that of Thomas Orr & Sons, originally a planing mill. In 1884 this factory was enlarged, and the manufacture of sideboards introduced. It was subsequently acquired by the Canada Furniture Co., by whom it is now operated, under Mr. V. Knechtel as manager, employing about 50 hands.

David Easson's planing mills and furniture factory is another thriving industry. Interior house furnishings, office and bar fittings are principally turned out. This business was founded by Scrimgeour Bros. over 30 years ago, and now employs about 45 hands.

The Anchor Wire Fence Co. was assumed by its present owners in 1900, and is engaged in manufacturing farm and ornamental fences and gates. This business is controlled by Messrs. James Esplen and Robert Frame, and goods are largely sent to Manitoba, where an excellent market has been obtained.

The firm of which Mr. E. T. Dufton is head has been in existence for over 30 years, and engaged in manufacturing woollen goods. Over 40 workers are employed, and their fabrics are sold throughout all Canada.

The Perth Flax and Cordage Co. was organized in 1895 by Mr. John Hogarth, and incorporated in its present form in 1897. This firm manufactures twine, cordage, binder twine, rope, and flax. About 75 men are now employed under Mr. A. H. Raymond, as manager.

Another useful industry in Stratford, under Mr. E. T. Dufton as president, is the Stratford Clothing Co. This establishment manufactures the finest grade of clothing of all kinds, and employs a staff of 50 hands.

Messrs. Thornton & Douglas are also engaged in manufacturing men's clothing, and have branch stores in Guelph and Chatham.

The Emperor Cycle Works were established in 1893 by Kalb-



fleisch Bros., for making and repairing bicycles. Woodworking machinery is also made by this firm, which employs a number of men.

Ruston Bros.' planing mills have a large trade in builders' supplies, employing at present about 35 hands. Doors, sash, blinds, and house furnishing goods of all kinds are manufactured and sold. These, with a great number of smaller industries, give employment to thousands of people at remunerative wages, and are really the conduits through which pass the life blood of Stratford's commercial greatness.

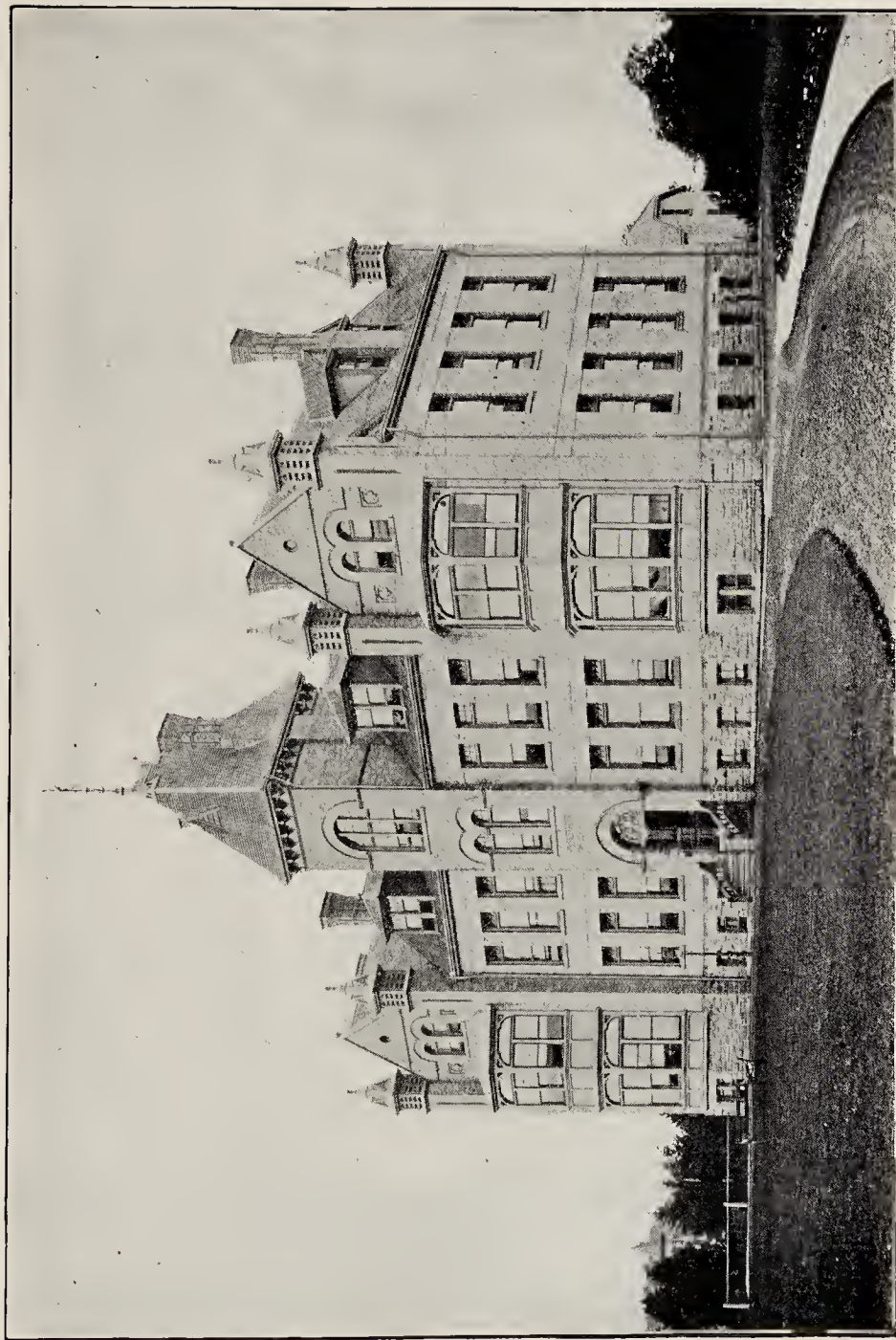
At present other manufacturing establishments are being erected. The Globe-Wernicke Manufacturing Co. have in course of construction a large brick building, where high-class office and other fittings will be made, which will employ from 100 to 150 hands.

Excavations are also being made for a large building, where manure spreaders will be made (the pioneer factory of this kind in the Dominion), to be operated by the Kemp Manure Spreader Co.

A Company is also being organized to be known as the Mooney Biscuit Co., for manufacturing biscuits, which will employ hundreds of workers.

A great amount of capital has been and is being invested in promoting and carrying out these enterprises, which are of vast consequence, not only to Stratford, but the surrounding country.

Amongst those financial institutions which have taken deep root in Stratford is the Perth Mutual Fire Insurance Co. This Company was organized in 1863, with Dr. John Hyde as president, and William J. Imlach as secretary. It appears to have been intended to transact business on farm property only. Progress for several years was necessarily slow. Subsequent to Mr. Packert being appointed secretary, a change of policy was effected, it entering the field as a competitor for commercial risks. This has been followed by marked success. Under its first year's operations—in 1863—262 policies were issued, amounting to \$156,234. As security for this large sum premium notes for \$2,656 were held. These were days of small things, however, previous to a period of expansion and decided success. For the



CITY OF STRATFORD GENERAL HOSPITAL.



year 1902 there were in force 16,840 policies, covering property valued at \$18,382,724. As security for these risks were mortgages, debentures, and other assets, amounting to \$241,509 over all liabilities. Mr. Imlach was succeeded as secretary by Mr. William Mowat, and he, in 1877, by Mr. Packert. Dr. Hyde, as president, was followed by Mr. James Trow, and he by Mr. William Davidson, county clerk, now president.

The British Mortgage Loan Co. is another monetary institution creditable to the city. This Company was organized in London during 1877, re-organized and removed to Stratford in 1878. This Company transacts a banking business, in so far that it receives money on deposit, lending on mortgage for a term of years. Since re-organization and removal to Stratford, under the management of Mr. William Buckingham, it has met with marked success. It is most creditable to those who guide its interests that no case of hardship has ever occurred with their patrons, as frequently happens to institutions loaning on mortgage. It must be remembered, however, that along with Mr. Buckingham has always been associated in its management one or other of Perth's great men, who, as president, has afforded valuable advice and assistance in disposing of its affairs. Mr. James Corcoran was first president, and was succeeded by Mr. Andrew Monteith, and he again by Mr. James Trow. This position is at present held by Hon. Thomas Ballantyne.

The Stratford Building and Savings Society, which commenced business in 1887, has been a source of profit to its patrons by inculcating a spirit of thrift, in order to secure homes for themselves and families. This institution loans to working men such sums as enable them to erect homes, payments being so arranged that their liabilities can be discharged by a small contribution from their monthly earnings. The business of this Society is confined to Stratford and conducted on liberal terms. This liberality has been so far appreciated by its patrons that during its existence no loss has been experienced. In the city are also branches of the Bank of Montreal, Bank of Commerce and Merchants Bank.. All of which have contributed to developing



trade, by supplying capital to business men, enabling them to carry on those enterprises so essential to progress.

While these indications of advancement in national wealth are gratifying to all, facilities for imparting instruction to the young are still of a more marked character. To those who are yet residents it will appear but a short time since they sat in the log school building, and at recess gathered beech-nuts in what is now the collegiate grounds, or played at "hide-and-seek" amongst brush and saw-logs, occupying that space where now stands the city hall. A short time, indeed, but pregnant with events, continuous progress and marvellous innovation. In 1834 Mr. J. J. E. Linton opened a private school, the first in Perth County. In 1841 was erected a log school, so often referred to by historians, in Stratford. In 1843, we have the first report of school work, when about 30 children of all ages met in that old log building, which stood on the site of the present central school. There could be no report of this or any other school prior to 1843. The first school Act was passed in 1841, and under its provisions were opened in 1842 all public schools then in the province. To-day 2,000 children, in eight spacious school buildings, answer the roll call. Thirty teachers are now employed. The whole of these schools are under the inspectorate of Mr. J. Russell Stuart, who is principal of the city public schools. There is also a Roman Catholic separate school, with a full staff of teachers, under separate school inspectors of Ontario.

In 1853 were assembled the first grammar school classes, under principal Rev. Thomas Russell. In 1854 C. J. McGregor, M.A., a graduate of Toronto University, became principal, conducting the school with success until he resigned in 1883. In 1878-9 a fine high school building was erected. This structure was at that time and is, perhaps, now, one of the most beautiful school buildings in Canada. During the period when Mr. William McBride was principal, who had succeeded Mr. McGregor, this institution was raised to the status of a collegiate institute. Under the present principal—Mr. C. A. Mayberry, B.A., LL.B.—this school maintains a position in the first rank of our educational system.

A modern innovation in our educational system was introduced into this city during 1891 by establishing kindergarten schools. Since the first one was opened in that year two others have been added. These schools are presided over by three female teachers, with Mrs. L. Irvine as principal, who maintains a general supervision over the whole, and are kept open from 9 to 12 o'clock only. Pupils are admitted between the ages of four and seven years, and to those who delight in associating with children these little people, of whom there are about 140 in attendance, form a very interesting study. They are not taught to read—modelling, drawing, weaving, sewing, songs, games, and other exercises occupying their attention. In our tender years the faculty of imitation is singularly active, and that distinctive trend of thought, found to a greater or lesser degree in all by its early manifestations in any of these departments, would likely be roused to activity, thus rendering those studies an important factor in development. These schools are maintained by a general rate levied on the city. This really interesting work, first promoted by Messrs. J. Russell Stuart, principal of the public schools, W. J. Ferguson, and John Welsh, has been productive of good results, and is quite in accord with public sentiment.

Further remarks on our school system will be found in a chapter relating to public schools.

On September 11, 1849, was issued the first newspaper printed in Perth County. This was known as the *Perth County News*, and published by Mr. Thomas Rowland. It may be proper to state here that Mr. Robert McLagan, who assisted on that great occasion, is still a resident of Stratford, and the oldest printer, perhaps, in Western Ontario. For this notice of the press in Stratford I am greatly indebted to a pamphlet published by Mr. McLagan a short time ago in relation to this important subject. Mr. Rowland's paper seems to have survived only for a short time, and was supplanted by the *Examiner*, which also appears to have been somewhat ephemeral. The *Beacon*, now the oldest paper in Perth County, was first published on December 29th, 1854, by Mr. Peter Eby, a citizen of Berlin. Mr. William Mowat

was editor and manager. It was a four-page sheet, with six columns to each page, a total of 480 inches of space, and sold at \$2 per annum in advance, and \$2.50 if not so paid. "Farm produce taken at market prices, cordwood, and turnips, as may be agreed upon." In the autumn of 1863 Mr. Mowat sold the paper to Mr. W. Buckingham, who had hitherto published the *Norfolk Reformer*, and who was at that time private secretary to the Postmaster-General at the then seat of government in Quebec. On his appointment as private secretary to Hon. Alexander Mackenzie, Prime Minister of Canada, in 1873, Mr. Buckingham disposed of the business to his partner, Mr. Alexander Matheson. To-day this paper contains sixteen six-column pages, with 1,920 inches of space, and is sold at \$1 per annum. In 1887 a daily edition was issued by Mr. Matheson, which was subsequently abandoned. Mr. W. M. O'Beirne, for several years associated with the *Globe* and other Ontario journals, the *Beacon's* proprietor since 1891, again issued a daily edition, which has been successful, having a large circulation. This "History of Perth" is published in the *Beacon* office, under the mechanical superintendence of Mr. J. T. Perry. The *Beacon*, since its inception, has been an unflinching advocate of Reform principles, doing good service for its party.

In 1852 the *Stratford Examiner* was published by Messrs. T. M. Daly and Edwin Dent, and in 1855 passed over to Mr. S. L. Robarts, who published it until the late '60's. The *Perth County News* was first published in 1863 by Vivian & Maddocks, and was shortly afterwards issued as the *Herald*, in June of that year. John M. Robb bought it out in 1867, and published it until 1872, when Alex. Williamson and H. T. Butler published it until 1874, at which time it was purchased by Mr. James Robb. In June, 1874, Mr. H. T. Butler first published the *Stratford Times*, and continued it to 1890. In about two years after this it was merged into the *Herald*. The *Times* was a paper of considerable influence for a number of years. Mr. Butler then established the *Sun*, but it gave away in the face of the two dailies before a year rolled over.

In 1886 the *Herald* was purchased by Dingman Bros., who moved it in 1900 to its present elegant quarters on Market square. This paper has also been successful, being now a sixteen-page sheet, and sold to subscribers at \$1 per annum. In 1887 a daily was issued, which has now a large circulation. Both of the Stratford daily papers have a great advertising patronage, and certainly have done much in promoting the business interests of the city.

In 1863 was established a weekly German paper, named the *Colonist*. This sheet was founded by Jacob Teuscher. In 1872 it became the property of Messrs. Schmidt & Scherer, and five years later Mr. Schmidt became sole proprietor. The *Colonist* has a large patronage amongst the Germans, a number of whom are settled near Stratford. Since the period when the *News* was launched, many ventures have been made, but not with great success. An *Orange Gazette* was published for some time, but abandoned. These, with a paper called the *Advertiser*, constitute the journalistic ventures in Stratford.

During 1888 steps were being taken to erect a suitable building for a hospital. If "Man's inhumanity to man makes countless thousands mourn," man's humanity to man makes many a stricken heart rejoice. Stratford hospital is a noble charity, and, as a purely philanthropic work, excels all others in this county. Its promoters were the Co. Warden, and Mayor H. T. Butler, Messrs. John Hossie, William Davidson, Hon. Thos. Ballantyne, James O'Loane, John Idington, William Buckingham, J. P. Woods (judge), James Corcoran, E. T. Dufton, John McIntyre, and W. R. Tiffin. This committee soon obtained subscriptions amounting to \$17,000. Of this sum Mr. Wm. Byers, an old pioneer, bequeathed \$2,000, and by making the Trust residuary legatee to his will this great work received \$2,000 more. Stratford municipal council granted \$2,000 and five acres of land. The county council also granted \$2,000, the balance being subscribed in sums ranging from fifty cents to several hundred dollars. Every effort was made by the ladies of Stratford to procure necessary appliances and a full equipment, in which they succeeded. When completed it was unencumbered. Patients are charged \$2.80 per week for



care and medical treatment. When private wards and special attendance are required, higher rates are paid. The poor and helpless are generously treated free. Arrangements are made whereby the charitable and benevolent may subscribe \$100 per annum, which will entitle them to a bed for one patient each year. Any person making a grant of \$2,500, or real estate producing \$150 per annum, can send one patient in perpetuity. A patient so entering under this proviso must be an indigent. The citizens of Stratford may point to this building with greater pride than to any other of which their city can boast.

Religious service was a function never neglected in pioneer days. Whatever the pioneer's circumstances or environment, this, at least, was always vouchsafed to him: that he could meet in a shanty with those of his own denomination and worship God. In 1838 a grant of land was made by the Canada Co. to the Presbyterian Church. Old St. Andrew's, in Stratford, was the first Presbyterian congregation in this county. A new building was erected of logs in 1840, the corner stone being laid on July 16th, by Mr. Alexander McDonald. On November 21st, 1839, the Rev. Daniel Allan became Perth's first Presbyterian minister. With him were, as elders, John Stewart, Robert Fraser, George Hyde, John Gibb, and Mathew Nelson. Mr. Allan also preached in Woodstock, this place and Stratford being united at this time under one minister, who rode through the bush on horseback between these points, there being no roads. In 1842 came the disruption in Scotland, which was soon followed by Canada. Meantime, Mr. Allan had established St. Andrew's church in North Easthope. During 1844 he withdrew from both, and organized a new congregation on those principles so effectively taught by the Edinburgh divine and the stone mason of Cromarty. The old time-honored institution, which had done so much for Scotland, was deprived of a portion of her glory. That "Old Kirk," whose hoary and time-worn edifices had rendered sacred many a quiet nook in lonely glens and valleys far remote, now bereft of her former glory, was still undismayed in her native land. In Canada she was ruined. In 1848 Mr. Bell was inducted in

Stratford and North Easthope St. Andrew's churches. In 1857 a separation took place. Mr. Miller succeeded Mr. Bell. In 1863 Rev. Dr. George came, remaining till 1870. Rev. Mr. Wilkins succeeded Dr. George, and he by Rev. E. W. Waits. During 1883 Rev. E. W. Panton was inducted, under whose ministrations great progress has been made. Total membership at that period was 155, now increased to 350. In 1868 the present building was erected, although latterly great improvements have been effected, adding much to the comfort and convenience of the congregation.

Knox Church, Stratford, was founded by the Rev. Thomas McPherson, in 1849. This minister was of splendid physique, douse, and energetic. He was selected by the Free Church Society in Scotland to plant those reforms in Evangelical discipline so recently introduced in that country. Service was first held in the school house, until a church was erected in 1850. Knox congregation increased rapidly, and in 1869 greater accommodation had to be obtained. In 1870, therefore, the foundation of the present building was laid by Mr. Henry Gibson. This is the most imposing church edifice in Stratford, and presents an outline of singular grace and beauty. Its seating capacity is about 1,500. In 1878 Mr. McPherson retired, being succeeded by Mr. McLeod, now of London, England. During 1881 Mr. Wright was inducted, who was followed by Rev. Lauchlin M. Leitch, in June, 1891. Over 1,100 members are now under Mr. Leitch's ministration, 900 of whom have become communicants since his inception. A session composed of George Hunter, John McIntyre, James Callin, Wm. Jeffrey, George Malcolm, Henry Duncan, James Barton, Samuel Rankin, J. A. Bothwell, J. J. Forbes, William Donaldson, F. Buckingham, W. H. Fletcher, and William Ireland assist in church work. Another officer who appears to be part of the institution itself is Mr. Ralph Donaldson (son of an old precentor), who is caretaker, treasurer, and secretary of the Sabbath school.

St. Joseph's Roman Catholic is one of four congregations organized prior to all others in this county. This parish contains over 400 families, 320 of which reside in Stratford; 32 in Downie;

34 in Ellice; 10 in South Easthope, and 7 in North Easthope. The first Catholic settlers arrived in 1832, and were John Phelan and his five sons, Mrs. Thomas Sergeant, John Stinson, Richard O'Donnell, Patrick Cashin, Misses Julia Coffey, Margaret Anglin, and Alice Daly. Mass was first celebrated in this county about November, 1832, by Rev. Father Dempsey, who came here from St. Thomas. On June 4th, 1833, Father Dempsey again visited Stratford, celebrating the first two sacraments in Perth County by uniting in marriage Richard O'Donnell and Julia Coffey, also baptising Edward Stinson, son of John Stinson. During 1835 another priest visited this new settlement, supposed to be Father Downie, of London. In May of that year Richard O'Donnell and his wife took their child to Guelph for baptism, accompanied by Patrick Cashin and Miss Daly. Miss Daly returned Mrs. Cashin.

On the 10th of November, 1835, Rev. Father J. B. Werreat, of Waterloo, visited Stratford, remaining three days, offering up mass and giving instructions. This good German priest walked all the way from Waterloo, carrying his vestments on his back. It was late on a stormy November night when he reached Widow Cashin's log hut. The news of his arrival spread like wildfire among the settlers, who came the following morning to give him *caed mille failthea*.

From Stratford he set out on the 14th for Dennis Downie's—Irishtown—accompanied by young William Cashin, who volunteered to carry the sacred vestments, continuing his journey to Goderich, where he remained two days. On his return to Downie's a great gathering of Catholics was there to greet him, and he remained two days. When he arrived at Stratford he was worn out with fatigue; being poorly clad he suffered intensely from cold. From Stratford, still accompanied by Cashin, he went to Woodstock. It was then December, and snow had fallen heavily before the poor priest started on his return journey. He was almost frozen when he reached Stratford. During this whole missionary trip he slept in his own clothes. He continued to visit the mission regularly until replaced by Father Gibney in 1837.

From 1837 to 1842 Father Gibney had charge of Guelph and Stratford. During his administration the first church was erected, a frame structure, 40 x 40, which remained for many years unplastered and unfinished. In 1843 confirmation was administered for the first time in Stratford by Right Rev. Dr. Power.

In 1842 Rev. Peter Schneider replaced Father Gibney, and continued to visit the mission until 1852, when he was removed to Brantford, remaining for two years, and returning again in 1856. During his absence Rev. John Ryan and Rev. Robert Kelcher looked after the spiritual wants of this fast increasing flock. The first resident priest was Rev. P. J. Canney, in 1856, under whose administration the church was much enlarged. Father Canney continued in charge until replaced by Rev. Peter Francis Crinnon, on June 6th, 1858. Father Crinnon remained until he was created Bishop of Hamilton, in April, 1874.

During the administration of this priest the church had been again enlarged, and a pastoral residence built at a cost of \$1,600. The increasing demands of the congregation rendered a larger building necessary, and on the 27th day of September, 1867, the foundation stone of St. Joseph's Church was laid by Very Rev. J. A. Bruyere, administrator of the Diocese of London. This fine building is 156 x 60 feet, with a width of 70 feet at transept, and has a seating capacity for nine hundred, the whole costing over \$30,000. Before the new church was fully completed, Very Rev. Dean Crinnon was chosen Bishop of Hamilton, and was consecrated in his new office on the 19th day of April, 1874, Archbishop Lynch officiating.

Since 1874 the church has been under the administration of Rev. E. B. Kilroy, D. D., who has done much to further its interests. The most enduring monument to the energy and devotion of this prelate is the Loretto Convent, founded in 1878 through his instrumentality, at a cost of \$10,500, over half of which was contributed by the kind-hearted Doctor himself. He has been active in promoting education among his people, and on all occasions is charitable and liberal in his contributions to their wants. He is a person of amiable disposition, widely and deeply read, a fluent speaker, and a distinguished man.



St. James' Anglican church was founded in 1844 by Rev. Thomas Hickey. This missionary was sent by Bishop Strachan, of Toronto, to gather together the settlers belonging to that denomination and form a congregation. Huron was not set apart from Toronto as a separate diocese for several years subsequent to this Tract being opened up. As Mr. Hickey was first minister, he was certainly the greatest ever officiating in St. James' or any other ecclesiastical building in Stratford, his weight being 320 pounds. Services were held in the Shakespeare hotel and the log school house. A few years subsequent to his arrival Mr. Hickey was able to erect a small building, which was never completed. This church occupied the site of the present St. James', on the corner of St. Michael and St. George streets. Rev. Canon Ephraim Patterson was inducted in 1851, and a new brick building erected. This church, through imperfect construction, was soon replaced by the present one. The ecclesiastical buildings erected by this congregation are now extensive, and cost nearly \$40,000, exclusive of \$8,000 which was paid for the organ now used. Since organization only three ministers have been in charge—Rev. Mr. Hickey, Rev. Canon Patterson, and Rev. David Williams, M. A., present incumbent. The first choir in Perth County of which we have any notice assisted in this congregation. It was composed of the Lee family, Miss Mary Woods, Messrs. Robert McFarlane, A. Haines, and S. R. Hesson. A Mr. Wilson played the flute, accompanied by Mr. Hesson on a big horn and another performer with a clarionet. It is said that when this trio had risen, "crescendo style," in their finest symphonies to the most sublime point of excellence, so terrible was their melody that the wild fowl on Victoria Lake took flight in dismay, never resting their weary wings till a secluded spot was reached far away in the Ellice swamp.

The Home Memorial church, also Episcopalian, was founded in 1877 by Rev. J. P. Curran. A building erected first as a Sabbath school was extended and otherwise improved, rendering it suitable for a place of worship. Rev. David Deacon, present incumbent, was inducted in 1882. About 80 families are in connection. A

Sabbath school is also conducted by Mr. Charles Davis, having an attendance of 90 pupils. Church buildings of this congregation are not pretentious, but comfortable, and cost about \$2,000.

The Congregational church was founded in 1862 by Rev. Mr. Durant. From a small beginning this congregation has been quite successful, having now a membership of 70, with about 150 adherents. A neat church building has been erected at a cost of \$12,000, a large portion of which was donated by one of its members. A Sabbath school is also conducted, having an attendance of 70 pupils, with Mr. Louis Moir as superintendent. This congregation is now in charge of Rev. G. A. Mackenzie.

Zion Evangelical Lutheran church, "Missouri Synod," was organized in 1859 by Rev. Mr. Hengerer, and was composed of 18 families. A small frame church was erected in 1863. Progress in this church has been steady since its inception, and a new brick building has been constructed at a cost of \$3,000. There are now in connection with this church about 66 members, together with adherents numbering 350 souls. Rev. J. C. Spilman is pastor, and conducts a Sabbath school, having an attendance of 70 pupils.

The Central Methodist church is an old ecclesiastical organization in Stratford, Rev. M. Dignam being its first minister; and its principal promoters William Rooney, James Rust, and J. W. Mills. Fifty years ago Rev. John Wakefield, D.D., now of Paris, preached his first sermon to a few worshippers in this old church, and in June, 1902, was privileged to give his jubilee discourse to what is now a large and wealthy congregation. A short period subsequent to organization in 1845 a frame building was erected where the present edifice now stands. Service was held in this structure until 1870, when a portion of the present building was constructed, and which was again enlarged in 1874. This is now a large brick edifice, costing over \$15,000, and, although modest in architectural design, is quite modern in its appointments, affording comfortable accommodation to the hundreds of worshippers who assemble on Sabbath days within its walls. From a membership at its inception of 12 a marvellous increase has taken

place, there being now over 500. A Sabbath school is also conducted, Mr. Henry Walton, as superintendent, having over 400 pupils on the roll, and an average of nearly 300 in weekly attendance. Rev. E. N. Baker, M.A., B.D., is pastor.

The Centennial church of the Evangelical Association is a modern organization, service being first held in a brick cottage in 1888. Its principal promoters were Henry Ender, Robert Heide-man, and Peter Dierlamm. Only eight members composed the first congregation. In this church there has been marked progress, it having now a membership of 220. In 1900 a very fine brick edifice was erected at a cost of nearly \$11,000. During 1888 a Sabbath school was also organized, with an attendance of 12 pupils, now increased to about 300, with Mr. A. Knechtel as superintendent. Present minister is Rev. W. A. Hehn.

The Baptist church was organized in 1859, and meetings held in a log house on Cobourg street and the police office. Its principal promoters were T. J. Birtch, D. Davis, and Thomas Campbell. Rev. R. McLelland was first minister. At this period it had a membership of 14, now increased to over 300. During 1860 a frame church was erected, where service was held till 1889, when the present brick edifice was built at a cost of about \$12,000. A Sabbath school was organized about 1865, with a few pupils, now increased to about 140, under the superintendence of Mr. George McLagan. Rev. W. J. McKay, B.A., B.D., is pastor, under whose ministrations steady progress is being made.

Waterloo street Methodist congregation is comparatively an old one, being organized in 1854. Beyond that of Wm. Osborne, I have been unable to obtain information regarding names of its promoters. About 1857 a frame church was built, where service was held till 1880, when the present brick building was constructed at a cost of about \$6,000. When this congregation was organized it was composed of 50 members, now increased to 280. A Sabbath school was also opened in 1857, which has steadily increased in numbers, till it has now an average attendance of 150 pupils, with Mr. C. Carter as superintendent. Pastor in 1902 was Rev. Mr. Going.

Medical practitioners in Stratford now are Drs. J. A. Corcoran, J. M. Duñsmore, J. A. Devlin, George Deacon, D. B. Fraser, D. M. Fraser, (Miss) Daisy Macklin, J. D. Monteith, J. A. Robertson, W. N. Robertson, J. P. Rankin, and W. G. Walker. Dentists.—Drs. A. E. Ahrens, J. A. Bothwell, E. H. Eidt, W. R. Hamilton, and A. A. Mackenzie. Veterinary surgeons—J. W. Orr and Wm. Steele.

The legal profession embraces the firms of Idington & Robertson, Mabee & Makins, McPherson & Davidson, Smith & Steele, Woods & Coughlin, G. W. Lawrence & Son, R. T. Harding, A. M. Panton, and A. H. Monteith.

The executive officers of Stratford from incorporation as a town in 1854 are as follows:

*Reeves.*—1854-5, W. J. McCulloch; 1856-8, A. B. Orr.

*Mayors.*—During 1859 Stratford was created a town, electing a mayor as chief magistrate, T. M. Daly first occupying that position. 1860-2, W. F. McCulloch; 1863-7, P. R. Jarvis; 1868, J. A. Carrall; 1869-70, T. M. Daly; 1871-2, John A. McCulloch; 1873-4, Thomas Stoney; 1875, Samuel R. Hesson; 1876-8, T. M. Daly; 1879, Alex. Grant; 1880-1, A. W. Robb; 1882, David Scrimgeour; 1883, Wm. Roberts; 1884-5, William Gordon; 1886-7 C. J. Macgregor; 1888-9, H. T. Butler; 1890-1, John Brown; 1892, Elijah Hodgins; 1893-4, John C. Monteith; 1895-6, William Davidson; 1897-8, John O'Donohue; 1899-1900, James Hodd; 1901-2, James Stamp.

*Clerks.*—1854, Stewart Campbell; 1855-6, S. L. Robarts; 1857-9, Alexander Leitch; 1860-2, John Hamilton; 1863-5, Henry Sewell, sr.; 1866-82, Henry Sewell, jr.; 1883-1902, Robert R. Lang.

*Treasurers.*—1854, Adam Seegmiller; 1855-65, Alexander McGregor; 1866-95, George W. Lawrence; 1896-1902, William Lawrence.

*Assessors.*—1854, James Woods, Charles Vivian, Peter Ferguson; 1855-6, Robert Keays, Alexander Scrimgeour; 1857, John A. Scott, Alex. Scrimgeour; 1858, P. Ferguson, Robert Monteith; 1859, R. Monteith; 1860-1, William Hynes; 1862-5, William Easson; 1866-9, D. T. Bailey; 1870, Joseph Johns; 1871, James

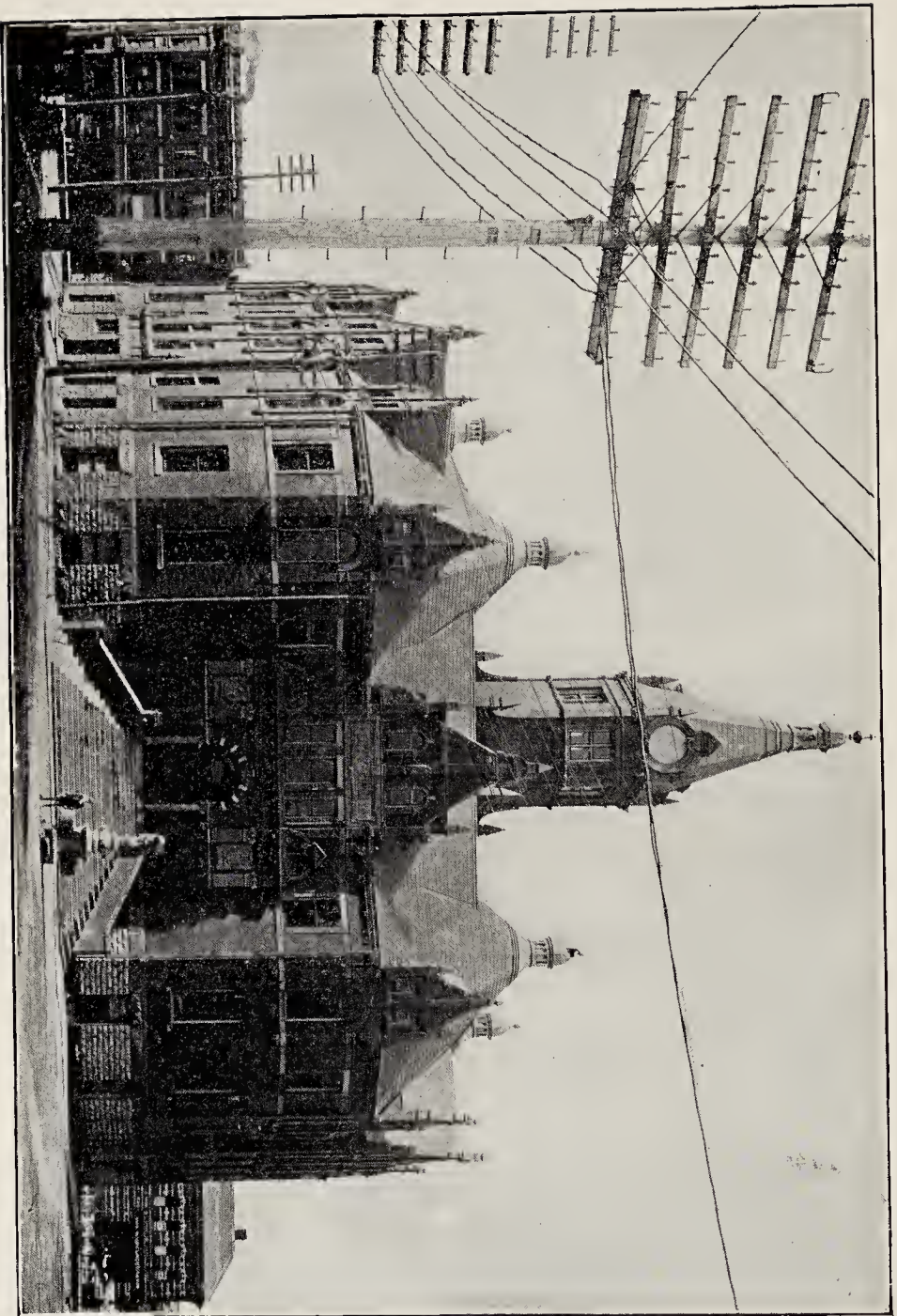


Bennoch; 1872-86, D. T. Bailey; 1887, P. R. Jarvis, D. McPherson; 1888, James Sharman; 1889, W. S. Bolger; 1890-1902, Jas. Sharman.

*Collectors.*—1854, Robert Johnson; 1855-6, R. Keays; 1857-61, William Downie; 1862-4, Robert Service; 1865-78, Joseph Johns; 1879-80, Thomas Stoney; 1881-95, J. Johns; 1896-1902, David Scrimgeour.

*Auditors.*—1854, Peter Reid, S. L. Robarts; 1855-6, Robert Williams, Mr. Mickle; 1857, R. M. Hay, John M. Robb; 1858, Jas. Orr, Jas. Redford; 1859, Peter Watson, P. R. Jarvis; 1860, William Powell, Wm. D. Harrison; 1861, R. S. Service, Henry Sewell; 1862, R. S. Service, W. D. Harrison; 1863, John Watson, Wm. Whitley; 1864, C. A. Crawford, Thomas Clark; 1865, Thos. Clark, R. H. Nielson; 1866, Thos. Clark, Edwin Dent; 1867, John D. Hanson, Henry Imlach; 1868, Thos. Clark, John A. Scott; 1869, Thos. Clark, E. Dent; 1870, Thos. Maddocks, C. J. Macgregor; 1871, Thos. Clark, Jas. O'Loane; 1872, Alexander Caven, Thos. Clark; 1873, Thos. Clark, John A. Scott; 1874-5, Thos. Clark, F. A. Marshall; 1876-8, Thos. Clark, J. A. Scott; 1879-80, J. A. Scott, Alfred Burnham; 1881, David Scott, A. Burnham; 1882-3, D. Scott, W. H. Burnham; 1884-95, W. H. Burnham, G. G. Ewart; 1896, P. R. Jarvis, G. G. Ewart; 1897-1902, H. W. Copus, G. G. Ewart.





STRATFORD CITY HALL.

## CHAPTER XXVII.

### SKETCHES.

We rejoice in these sketches of our pioneers to place before the reader of to-day and those of a far distant future a portrayal of those characters who have left so great an impress on this county. To the present they may be entertaining, to posterity instructive. Imbued they were with a bold and robust individuality, typical of a large class of our early settlers. The work accomplished by these old veterans requires no special pleading to render their lives a subject of such import as to demand the exercise of literary merit far beyond the humble effort of at least one who has essayed the task of placing them on record. The lowly circumstances in which they were placed, to struggle with penury alone, far from home and friends, in a constant endeavour to attain success through honest and steady perseverance, never losing sight of true manhood, never without an aim and a determination to attain it, surely adds lustre to pioneer life. On these qualities true greatness must ever rest, and are worthy of emulation by every youth entering on his career to play a part in the great drama of life.

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During 1828 the Canada Co. were completing arrangements in London for opening up that great wilderness in Upper Canada where men in future years would found a new home for themselves. In January of that year was born in Broughty Ferry, a suburb of Dundee, Scotland, one who was destined to play an important part in that yet unknown land.

DAVID DAVIDSON HAY was the eldest son of Robert Hay, and



descended from an Inverness-shire family, his mother being a native of Forfarshire. He was educated at the parochial schools, chiefly in the English branches, a dash of mathematics being thrown in, and well ballasted with the shorter catechism. In 1845 he came to Montreal, remaining for some time, engaged in mercantile pursuits. Removing to Upper Canada, he became an employee of Senator Simpson, at Bowmanville, where he remained for a short time. During 1851 he went to Simcoe County, and entered into business at Cherry Creek and Lefroy, being quite successful in his operations.

It was not till 1855, however, that he reached the crucial period of his life. While on a visit to relatives in Wallace he purchased three acres of land as a saw mill site where Listowel now stands. During 1856, therefore, along with his father and other members of the family, he removed to this county, and erected a saw and grist mill. Although surrounded by a fertile country, it was yet but sparsely settled, and a paucity of business rendered this venture for a time not very successful. Pioneer commercial life was attended with as great difficulties as those inseparable to clearing a farm, although, perhaps, not quite so laborious. Listowel, at this period, had only one leading road, extending along the townline of Wallace and Elma towards Berlin, a distance of 35 miles. To make a round trip over this highway required one week. In 1856 when Mr. Hay moved his family from Glenallen, a distance of 15 miles, to Listowel, two days were spent struggling over crossways and through mud holes. Postal facilities were semi-weekly, and an old horse possessed by the mail carrier was impressed into moving the "flittin'." As the procession toiled on through holes and over crossways, it came to a sudden halt in the centre of a mud trap so great and of such vast depth as to defy human calculations. The old equine was unable to proceed, and from his soft resting place, still anchored to the "flittin'," looked to the shore beseechingly for aid. The doughty proprietor, seeing the dangerous situation of his goods, was forced to strip off his lower garments, in defiance of his innate modesty, plunge into the mud bath, extricate the old horse's foot from an elm root, where

it had become fast, and so allow the "flittin'" to move on. Episodes of this kind were of frequent occurrence, and Mr. Hay says—"The machinery for our mill was hauled in from Berlin, the boiler being one week in making '35 miles, with a squad of men and teams, costing \$100, and, although we had several upsets no one was *badly hurt*." Mr. Hay subsequently assumed management of the grist mill, and under his energetic manipulation the gloomy prospects at its inception soon eventuated in success. This enabled him not only to extend his business in other lines, but to increase the capacity of his mill by adding new and improved machinery, it becoming an important factor in promoting prosperity in this new hamlet.

In 1858 came an important period in this man's life. So far he had not found a resting place for his feet in any of those vocations in which he was engaged. From a sense of duty he stood in his store selling needles and pins, or in his mill weighing out grists to backwoodsmen. He now aspired to that God-given function of being a leader of men. This he attained, and how well he has done his duty there is no lack of testimony in the old records of this county. In 1858 he was elected to the council in Elma, but resigned. During 1859 he was employed to purchase and distribute seed amongst the settlers. He was again chosen reeve in 1860, holding that position until a separation between Listowel and Elma for municipal purposes was effected. Subsequent to this event he was chosen reeve of Listowel, holding that position for a number of years.

During 1858 he succeeded in carrying out his first great work. It was made a provision in the Act of Settlement that of all lands sold in Elma and Wallace a certain proportion of the funds received should be returned by government to be expended in improvement of highways. This grant was further made subject to Orders-in-Council; but so far had not been carried out. Several petitions had been presented to government, but were unsuccessful. Mr. Hay, therefore, organized a committee to interview the authorities and press their claims for adjustment. This interview resulted in some nice expressions from the Minister of Crown Lands, and the

kindly advice that they should return home, where they would be communicated with. The deputation returned crest-fallen, but not so Mr. Hay. He remained, and so persistently applied his arguments in favour of immediate adjustment, that he returned with a full settlement of his demands. From this period until 1867 this fund was promptly paid, and by its judicious distribution soon became apparent an improvement in roads. Subsequent to that year, however, payments were again allowed to lapse, but under Mr. Blake's government in Ontario, chiefly through Mr. Robert Cleland's efforts (who was then reeve of Elma), were again restored.

From the time when he first became a member of the county council a very brief period elapsed before he stood in the front rank of its most prominent and influential members. He was for years chairman of its most important committees, at a time when subjects of vital interest were under consideration preparatory to equitable adjustment. Some of his reports on record during those years are characterized by great breadth of view and intelligent grasp of detail. He was chairman for years of the committee on county indebtedness, then an important and grave question; chairman of the house of refuge committee, and reported on toll gate abolition. This latter is an exhaustive paper, and was adopted, without altering a single word, sounding the death-knell of a contemptible impost on a free people.

In promoting gravel road extension he was without doubt the moving power, and the northern townships in this county are under great obligations to him for his persistent efforts in their behalf. His contention was that this county had expended large sums in aid of railroads, gravel roads, and other improvements in the south, while not one dollar had been laid out for any purpose in the north, but to which the latter were now compelled to contribute large sums in their liquidation, those obligations still amounting to over \$280,000. This was undoubtedly true, and as unjust as it was true. There is no part of this man's career where his character and his work stands more clearly revealed than in that long, and for a time hopeless, struggle he maintained for the rights

of his constituents. From reports we have seen in our public records he had relinquished all hope of redress, and on more than one occasion had formulated schemes of relief in other directions. Although he was baffled often, he was never subdued, returning again and again to the battle with a bold front and renewed energy, till the justice of his claims was recognised and partially, at least, satisfied, thereby leading to a unification in this county which at no former period ever existed.

Previous to constructing the Northern Gravel road, access to markets on our main lines of railway from the northern townships could hardly be said to exist. It is difficult to understand, even at this later day, how the county council should have shown such utter disregard of those claims well established by northern public men as to abandon, in an incomplete condition, some of their roads after large obligations had been incurred. During 1863 a by-law was passed by the county council, on a close majority of one, granting \$19,000 for gravel road construction. This by-law, on appeal, was quashed, and the main road leading from Mitchell to Listowel, on which Logan spent altogether nearly \$100,000, completed only to Newry, was abandoned. Mr. Hay, fully realizing the importance of this great work to Listowel and the back municipalities, advanced \$4,500 of his own private funds, completing construction to Listowel. Wallace also contributed a large sum, and this road was extended to Palmerston. It is gratifying to know that the county council adopted a more liberal policy subsequently, and Mr. Hay was recouped for his outlay.

In 1870 and 1871 he was the moving spirit in securing the southern extension of the W., G. & B. railroad by way of Listowel. At an interview with the directors and officials of the G. W. railroad the claims of Wroxeter and Harriston were urged by their delegations. Mr. Hay was able to keep Listowel to the front, and received private assurance before his return that Listowel would get the road. He subsequently rendered effective service in carrying bonuses for constructing the new work. He was also appointed to interview Sir Thomas Dakin, president of



the G. W. R., and, with Col. McGivern, consulted Sandfield Macdonald for government aid. In 1867 he contested North Perth, but was defeated by the late Andrew Monteith. During 1873 he was employed by government as special immigration agent to Great Britain, and was engaged for a time in revising and circulating immigration literature. He also lectured in Scotland on the advantages of Ontario, and its resources as a desirable place for the emigrant. He also had charge of immigrant parties to Quebec, and thence to their destination in this province. This work was not congenial to his taste, however; the routine of official life was but ill suited to a restless mind, which found pleasure only in activity. He, therefore, resigned his position, much against the wishes of the Government, and in 1874 was returned for the North Riding, defeating the late Mr. T. M. Daly. At the next contest he was again elected, defeating Mr. John McDermott, of Wallace, but was defeated in 1882. In a short time he was again employed by the Government, lecturing in Scotland, and endeavouring to secure immigrants of the tenant farmer class.

During 1873 a by-law was passed by the county council of Perth granting \$80,000 to aid in the construction of a railway from Stratford to Lake Huron.

At the request of the Stratford Board of Trade Mr. Hay took charge of the railway delegation and the canvass for this by-law in the county, and, as the result in a large measure of his clever advocacy of the railway question and its advantages, the by-law was carried by a good majority.

During 1876 the road was being extended to Wiarton. Local by-laws in aid of this extension were submitted in Perth and northward along the line to Wiarton, amounting in all to over half a million dollars (\$550,000), and successfully carried.

In conjunction with Colonel Tisdale, president, and Mr. S. S. Fuller, vice-president of the road, Mr. Hay spent months in the promotion and passing of those by-laws, and it goes without saying that he rendered vitally important assistance in the discussion and advocacy of the scheme. Col. Tisdale is in evidence anent the value of his services in his own County of Perth, which

will apply with about equal force to those services along the line to Wiarton.

In Parliament Mr. Hay rendered invaluable aid in securing Government assistance for the road. He was chairman of a delegation numbering some 450 members, representing municipalities on the line and others interested in its construction. Such a delegation had never before or since waited on any government. Their application for aid was granted without delay, the road shortly thereafter being built and in operation to Wiarton. Mr. Peter Watson, of Stratford, secretary of the company, did excellent service in the successful submission by the local councils of the bonus by-laws, which was accomplished without a single hitch along the whole line.

Before dismissing this important part of the subject I may be permitted to insert an extract from a letter in my possession from Col. Tisdale, late president of the company, as a mark of appreciation of Mr. Hay's services:—"I hardly know how to put in short space an account of the services you rendered to the County of Perth in connection with the construction of the railways. I can only say that, in my opinion, without your assistance I am quite sure the municipal bonuses in the County of Perth could never have been carried. Your intimate knowledge, able and persuasive way of putting the benefits which the railway would confer upon the locality were most effective in satisfying the people, and contributed more than any other factor I know of in convincing them it was to their interest to contribute the large sums they voted to the scheme. Your unselfishness, not only in reference to your personal position, but even when, as it did at times, endanger your political position, I have not seen equalled. Without personal interest, without any desire of personal profit, without compensation, and with a regard only to local and public benefit by the completion of the project, you devoted weeks and months of your time, and submitted to personal exertion, displaying an amount of knowledge and ability in connection with the subject to which any words of mine can hardly give to others the full appreciation your actions deserve, and of the great assistance

you rendered. I think it, therefore, but small justice to your unselfish efforts to say that no single man did more than yourself to achieve success, and without your assistance I doubt if the work could have been accomplished."

During his second term in the Legislature he had the honour of moving the address in reply to the speech from the Throne, and being an effective and convincing platform speaker, his services were always in demand by the party with which he was associated.

Mr. Hay was brought up as a Presbyterian, but as the outcome of "careful study of divine truth, he embraced the doctrine of a conditional immortality and an abiding faith in the pre-millennial advent of Christ," which doctrine he still retains. In 1851 he married Jane Rogerson, of Innisfil, in the County of Simcoe. The issue of this union was five sons and four daughters, all of whom survive except two. Mrs. Hay died some years ago, and Mr. Hay is now in feeble health, wandering among the foot hills of life alone.

Mr. Hay is a man of high poetic temperament, strong convictions, firm moral principles, conscientious, and truthful. If he accomplished much for the people whom he represented, it was done by no other method than constant honest toil. Nature designed him for literary rather than commercial pursuits. His numerous reports in the public records all indicate a literary mind. On more than one occasion in these reports he has sacrificed strength and vigour of expression to a pleasing and well-rounded sentence. He was a man of broad public spirit, and would make, and did make, great sacrifices in the interest of the people without hope of pecuniary reward. To the sordid and mean his conduct was often inexplicable, but to those who understood him his actions on all occasions arose from a desire to advance the material interest of those whom he was chosen to serve. He was a good public speaker, not eloquent, but clear and convincing. The history of this man's life is inseparable from the early history of a large portion of the County of Perth.

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SAMUEL ROLLIN HESSON, an old pioneer of the County of Perth, was born in the parish of Kilray, Co. Antrim, Ireland, Sept. 25th,

1829. The family, with the idea of bettering their circumstances, came to America in 1831. After a long, tedious voyage, they reached Ogdensburg, remaining there about a year. The system of government obtaining in the U. S. was not in accord with the pre-conceived ideas of the elder Mr. Hesson, and a return was made to the British flag, in the territory north of the St. Lawrence. Arriving in Canada in 1832, they rented a farm between Hamilton and Dundas with the idea of making agriculture their vocation. A great misfortune overtook this immigrant family in the death of the father. In a strange country, without friends, with no great store of this world's goods, this was a sad calamity, indeed. Renting a farm was now an impossibility, and the widowed mother retired to Dundas with her seven children, of whom the subject of this sketch was the youngest. Mr. Hesson's earliest recollections of school days (a period in young life when many happy recollections are stored up) was walking two and a-half miles to a log school on the Hamilton road. His first recollection of trying to read was the motto on an old square sign swinging in front of a quaint, old-fashioned country inn. Impressions made in youth are lasting, and the motto on this old sign-board has been ever since remembered. It was a strange mixture of doggerel, poor rhythm, and, perhaps, truth, embodying the conditions for the entertainment of such guests as chose to honour mine host with their patronage, as follows, "The traveler's friend, the extortioner's foe; try me to-day, to-morrow you'll know. Peter Bamberger." Whether the bill of fare set up by the philosophic Peter was in accord with his announcement on the sign-board, or whether he conducted his advertising business on the principle that it is best to be impressive, even if it requires a little exaggeration, history sayeth not.

At the Dundas grammar school, under Dr. McMahon, Mr. Hesson received the little education he ever obtained. This was long before the period of free schools in Canada, and poor as the family was, they had to contribute \$2.50 per quarter towards the salary of the teacher, or remain without education. During the short period he attended this seminary, he formed an acquaintance



with another lad whose representations of the Huron Tract produced an impression on young Hesson which determined his future course of life. This lad was T. M. Daly, who came from Stratford to attend school that year. This acquaintance formed on that occasion was afterwards the friendship of a lifetime.

In 1843, therefore, the family came to Stratford on the 4th day of June. Mr. Hesson says:—"We left Dundas for the same reason we left old Ireland, because we were poor, like most of the early settlers." Ah! yes; *like most of the early settlers*. What a glorious thing for Canada that in old Ireland and other far off lands people were poor. And what of those early settlers who left their old homes because they were poor? It was a glorious thing for them that there was a Canada, where they could bring their poverty. Aye, and their British spirit, and their energy, and their thrift, and their determination that the day would come when Canada would bring her best gifts to those deserving poor. and lay them like golden crowns at their feet. In the eternal fitness of things so it has been, and Canada, with the County of Perth, rejoices to-day that many left their old homes and came to her fertile shades in the olden time because they were poor. But this young fellow, if he was poor, was full of muscle and ambition, anxious to work, and he says, "I got plenty of it." What more does a poor man need; if he has muscle, ambition, and plenty of work, he is equipped like a giant, and the odds are all in his favour that at the end of the contest he comes under the wire far ahead of those who entered the race of life with what is considered superior advantages.

Having reached the Huron Tract, the family settled in the Gore of Downie, near No. 4 school house, where ample opportunity was soon afforded him to exercise all the muscle and ambition of which he says he was possessed. There was chopping and logging to be done; there was cordwood to cut, thereby enabling him to earn a little money to carry home to his mother. Near where the city hall now stands he chopped cordwood, walking four miles each way to his home, carrying a cold dinner, which he ate from the top of a maple stump, which, by the way,

is an excellent substitute for a table. When the cordwood sold at Mr. Daly's ashery, which occupied the site of the present Albert Theatre, or J. P. Vivian's brewery, for  $87\frac{1}{2}$  cents per cord, the profit to this axe man was not great. Wood in the old virgin bush was easy to chop, and he was able to cut three cords per day, for which he was paid 31 cents, a small recompense surely for so much severe labour, but that was the period of small things in every department, except that of work. Even then his feelings were well expressed by the line from Burns—"Who was contented wi' little, and thankfu' for mair."

In 1847 he assisted at the erection of the log school house in No. 4, or McEwan's school, and in which he became teacher for a term of three years. Teaching in those "brave old days" was not a remunerative employment, his salary being \$10 per month; he had also to collect a rate bill of 20 cents from each pupil per month. Of course he had the privilege of boarding "round" amongst the pupils, an opportunity of which he did not avail himself, his spare hours being valuable and his home near the school. The School Act of 1841 made provision for the examination of teachers, and he made the journey on foot to Goderich, passing through the ordeal before the superintendent of schools for the United Counties. He succeeded in obtaining a certificate, however, and came home rejoicing, with the coveted document snugly tucked away in his inside pocket. This was in 1847, and it took four days on the trip.

Finding teaching and bush-whacking too slow, he bade adieu to the shanty and came to Stratford in search of employment. This he found with U. C. Lee, then a prominent merchant, thus taking up the business which proved to be that of his life. Mr. R. H. Lee also came to Stratford, entering into mercantile pursuits, Mr. Hesson being engaged in the management of the concern till 1856. Mr. Sebring, the founder of the village a short distance west, feeling his health failing, Mr. Hesson entered into negotiations for his stock-in-trade, which were finally concluded by his becoming proprietor of that portion of the Sebring estate. The year 1856 was one of importance to him; he had launched his

barque into the stream of life for the first time with himself as pilot, and time alone would determine whether he had sufficient skill as a navigator to keep away from the rocks and shoals on which so many trim sails are dashed to pieces and lost. During this year he was appointed postmaster in Sebringville, and was also made a justice of the peace for the county. He continued to conduct this business for ten years with success. In 1854 he married Miss Margaret Jane Polley, and soon had a family growing up around him, and being desirous of securing for them a good education, he sold out his property in Sebringville, removing to Stratford. Here he again entered into business, which he continued to manage with success for over a quarter of a century, when he retired on a competency from active life to enjoy a well-earned repose.

During all the years he was actively engaged in his calling he did not disregard his obligations of citizenship, in discharging those public functions which all good men owe to their fellows. When asked to come forward and contribute of his knowledge and experience for the public good he was found at his post. He served the city as councillor for some years, and as mayor in 1876. On this occasion he was elected by acclamation. He was school trustee for some years, and chairman of the building committee in 1878, resigning that position to contest the north riding of Perth for the House of Commons. At this election he defeated Mr. James Fisher. In 1882 he was again elected, defeating Mr. Robert Jones, of Logan, and was again elected in 1886 over Dr. Johnston, of Millbank. In the next contest he was defeated by Mr. James Grieve, of Mornington. The withdrawal of confidence by the electorate on this occasion arose entirely from his devotion to Sir John A. Macdonald in supporting a certain measure which was considered inimical to the principles of a number of his supporters.

Mr. Hesson was chosen chairman of the Trust Board under whose control were the funds for constructing the Georgian Bay & Lake Erie Railway. He has been a director of the Gas & Electric Light Co. since 1875, and president for the past three

years ; was appointed first license inspector when Stratford was incorporated, and gave the first license to the Old Albion hotel on Ontario street, then considered to be the acme in hotel construction and in the magnificence of its appointments.

Away back in the 'forties he was scrutineer for the Hon. Mr. Cayley in the Cayley-Cameron election for the United Counties, before Perth had a separate existence. In those brave old days the polls were kept open for two days, and the qualification of a voter was a free deed. There was one polling place in Ellice, and only one vote for poor Cayley, who was a Conservative. This was polled by an English Tory named Pinder, who was, like the "Last rose of Summer," apparently "blooming alone," and "wasting his sweetness on the desert air." Mr. Cameron was elected.

Mr. Hesson was president for a period of five years of the first brass band (organized in Stratford in 1851), and doubtless marched off with the boys behind the drum major, who with his baton led the way in all the excruciating dignity of a half-pay officer or a town beadle, girt with the parish sword.

During the agitation in the matter of good roads, over 50 years ago, he took an active part, and travelled over eight miles to the school-house north of Shakespeare to record his first vote in favour of so excellent a movement.

This old pioneer, who cut cordwood on the principal square of the city of Stratford, is still a youthful-looking and robust man. He saw the city when it was yet a hamlet, and the surrounding country a wilderness. He saw it pass through the several stages to its present importance, and contributed his personal efforts to its commercial success. He sat in the high places, amongst her great men. Alone and without other aid this cordwood-chopper became a counsellor in the great council of the nation. What were the weapons with which this battle was fought—that gained power and honour and prestige? Nothing but honesty of purpose, a high ideal of personal worth and integrity, and an ever-present feeling that he who fights on honourable and just principles will eventually win. So it always has been ; so it will



always be. Mr. Hesson's life, like others of the grand men of this county, ought to be an object-lesson to our youths who are preparing themselves to climb the hill "Difficulty" to honour and fame. To those without wealth, family connections, or influence, I say think of this wood-chopper and others of the old pioneers, and remember that though you are not equipped for the race with money or a great education, those are not the pearls without price—they are only the settings, and not the gems. Let the goal you intend to reach be a high one, and if you never reach it (because few men ever attain their highest aspirations), you will at least by constant work ascend part of the way, your own manhood will be strengthened, and the world be the better of your efforts.

In conclusion, permit me to say that the life of this man is well worthy of emulation. It is a life of action, and of honest effort, directed and sustained by a consciousness of moral rectitude, which has brought its own reward in a self-approving conscience and a competency for a quiet rest in the gloaming hours which make up the term of our increasing years.

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WILLIAM DAVIDSON.—The life of this pioneer, in the number and variety of the offices he has been called upon to fill, presents a somewhat multifarious aspect when we consider the qualifications necessary to a proper discharge of the varied obligations of those pursuits in which he has been engaged. Like many others of our great men who have accomplished much, he did not take up his first occupation either from a desire for it or natural adaptability to discharge its functions. He became a bushman, because he believed in the principle of doing whatever was nearest him to do. It was characteristic of him that whatever he undertook to do he did well. To this excellent feature he owes largely his success. With him there was no slipshod work, no dallying with important trusts, no leaving to others or to chance what it was his duty to perform. This thoroughness and honesty of purpose where it exists to that degree as in Mr. Davidson is fortune enough for any man. He who waits for chances and opportunities to show his powers will never be likely to find them. The

men, therefore, who brave all circumstances and press manfully forward will find opportunities near their pathways in every direction. In this company he had a prominent place. A want of high education made him careful in his calculations, and so he became exact. An honest desire to overcome and advance his worldly circumstances gave strength to his character, and men will always lean on an oak rather than a willow. These qualities are eminently distinguished in this man, and to them, and not to external influences, he owes his position.

Mr. William Davidson, present county clerk, was born in Monaghan, Ireland, in September, 1833. His education was such as could then be obtained in that country, which, he says, comprised the three Rs., and doubtless a fourth branch might be added—a close acquaintance with the “tawse.” In this department of our old country system at that period a close companionship with this pedagogic appliance was considered a very effective means of communicating information. Of course a young aspirant after knowledge was not consulted regarding this part of his tuition, and frequent admonitions, even by the subject of this sketch, were not likely undeserved. In this seminary Master Keenan was all powerful, for good or evil. The seats were pieces of rock, and writing desks were simply a piece of board laid across the pupil’s arm. Of these educational advantages he availed himself only for one year.

In 1845 his father, the late Abraham Davidson, emigrated to Canada, accompanied by his wife and six children, of whom William was second oldest. After a long voyage of nearly seven weeks they arrived in Toronto on June 9th. His father at once came on to Fullarton, settling on lot 14, concession 7, then a wilderness. Young Davidson remained in Toronto township with his uncle, who was engaged in teaching. They kept bachelors’ hall, William the younger being cook. Here, for about twelve months, he resumed his acquaintance with his books, not much progress being made, his culinary duties no doubt being of so varied and interesting a character as to prevent a great acquisition of book learning. During 1846, in his thirteenth year, he rejoined

his father's family in Fullarton, walking from Toronto township on foot and driving two cattle, his journey occupying five days. On his arrival, along with his brother, he entered on the laborious task of clearing land. The woods were soon removed from the homestead, when contracts were effected to clear land for others.

In 1857 he married Elizabeth Cole, of Fullarton, and was now on the very threshold of that career in which he has so much distinguished himself. In 1859, at the age of 26, he was appointed township clerk. His subsequent municipal life in every department goes to prove that the choice made on that occasion was most advantageous, not only to Fullarton, but to Perth County. His thoroughness and adaptability for this work led to his appointment as treasurer in 1860. He continued in office as clerk for nine years, when he resigned and was elected reeve. This position he held for eleven years, or until 1878. Meantime he became recognised as an authority on municipal law, which reputation he still retains in an increased degree. In the legislation affecting municipalities from the Act of 1850 onward, through every department, it is doubtful if any other officer in this county has a more extended or correct knowledge of the principles underlying that enactment.

For a number of years previous to 1878, when he resigned the office of reeve to become county clerk, his worth as a public man was recognised in the South Riding. At a convention of the Conservative party, to whose platform he adhered, he was in 1870 nominated as their standard-bearer for the Legislative Assembly. This honour for private reasons he declined, considering the proper discharge of his legislative functions, if elected, would interfere with those important trusts the people in Fullarton had confided to his judgment and ability. In 1860 he built a store in Carlingford, and, in conjunction with his farm, carried on a mercantile business such as suited the requirements of a country village. He was also postmaster in this little hamlet, continuing to hold that position until his removal to Mitchell in 1877. From the multifarious duties arising from his own private business on the farm, in the store, and the post office, with his other public employ-

ments, Mr. Davidson at this time was a busy man. In 1869 he sold his store, but did not by any means seek to relieve himself from any of the activities in which he was engaged, as he at once accepted a general agency for the Perth Mutual Fire Insurance Co., in which capacity he rendered valuable service to the institution.

Meantime, during 1867, he resigned the office of township clerk, and in 1868 was elected reeve, with his father as deputy. This change opened a new sphere for the display of that faculty of careful manipulation in those affairs committed to his trust which has proved the mainspring of his success. At the council board, in the county council chamber, amongst the large number of representative men from every section of this county, it was but a short time till he was considered one of their most careful and best informed men. As a natural consequence, he was soon honoured with the highest position in their gift by being elected as warden. His record here is also unique in county history in being elected consecutively for 1875, 1876, 1877, and till October, 1878, when he resigned to accept the clerkship tendered him by the county council. In our municipal history no other case has ever happened where a reeve of any township has been elected warden four years consecutively. During his term of office county indebtedness to the municipal loan fund was settled. Another able man had a seat on the county board at this period, as reeve of Downie, in Hon. Thomas Ballantyne. To these two representatives, with whom were associated the warden, were assigned all negotiations in relation to this very important question. Reports regarding this affair are signed by William Davidson as chairman, and are by far the most comprehensive of any reports I have seen in connection with public business in this county. Suffice it to say that this committee finally disposed of our indebtedness to this fund in a manner satisfactory to all. For a more exhaustive explanation of this question, my readers are referred to "Municipal Notes" in another part of this work.

During that period in which he was warden another important matter affecting this county was dealt with. It will be remem-



bered that in 1873 a bonus of \$80,000 had been granted to a railway from Stratford to Wiarton. This project met with strenuous opposition from Blanshard, Fullarton, Hibbert, and Downie. Towards its construction Mr. D. D. Hay had exhausted every effort in its favour, being strongly supported by Stratford and those municipalities lying north. The attitude of the southern townships at that time did not arise from opposition to the scheme itself, but to their being made contributors to it, which, as far as human foresight could extend at that period, would be of no benefit to them. Fulminations loud and deep were launched against the by-law, and that iniquitous measure passed by Mr. Blake's Government known as the grouping system. This measure enabled a few municipalities in favour of a scheme to group other municipalities with them who would have a minority of votes, and thereby force legislation on the weaker party antagonistic to their interests. In this case it was fully carried out, forcing a large debt on the southern townships. A quarter of a century has now passed away since this event, and looking back over the whole question and its results, I am constrained to say that in the interest of all our people it was well that Mr. Hay's measure became law.

Mr. Davidson, as warden, now opposed issuing debentures to the company until a sufficient guarantee was given that it would complete its contract in building the road. The company, meantime, had made a demand for these securities without such guarantees, which Mr. Davidson considered, very properly, was a breach of contract. They were determined to compel compliance with their demands, and entered a suit against the county. His management of this affair on behalf of his constituents indicated great zeal and judgment, as well as an extended knowledge of municipal law. When this struggle terminated, after three years' litigation, in which he defeated his opponents on every occasion, they at last made arrangements to carry out their original agreement. If they had accepted this position at the outset much time and useless expense would have been avoided. Three years had now elapsed since this by-law was passed, and before passing over

the debentures Mr. Davidson detached the coupons falling due during that period, which the company were not now entitled to receive by their conduct, thus saving to this county \$14,000. When we consider this large item, and that much larger one saved in our municipal loan fund indebtedness by Mr Ballantyne and himself, this county has been relieved of a liability amounting to nearly \$100,000,

Before leaving this subject, I may be permitted to say that he did not object to carrying out the provisions of the by-law, although opposed to the principle by which it was carried. As a proof of this those debentures granted to the Stratford and Port Dover road were promptly handed to that company, they having at once complied with their agreement. Throughout this whole affair Mr. Davidson evinced great common sense and discretion, discharging his duties in a manner honourable to himself, and eliciting warm approval from every section of our county. During 1879 he removed to Stratford, and at the election of 1881 he was chosen a member of the board of education, being appointed secretary-treasurer at its first meeting. This position he has held ever since.

That our readers may form an idea of the work accomplished by this pioneer, and those matters he has dealt with during a busy life, we submit a statement of the various positions he has been called upon from time to time to fill. He was township clerk of Fullarton for nine years, and reeve for eleven years; warden of Perth County for four years; county clerk for twenty-four years, still retaining that position. He was postmaster in Carlingford eight years; secretary trustees S. S. No. 4, Fullarton, for seventeen years; trustee and secretary-treasurer Mitchell high school board for eight years; trustee Stratford school board for four years, and secretary-treasurer for twenty-two years, and alderman of the City of Stratford for eighteen years, for nearly all of which period he was chairman of the finance committee. He was mayor of Stratford two years; auditor British Mortgage Loan Co. for twenty-one years; trustee of the hospital since it was first instituted; inspector of house of refuge since it was erected; director

of the Perth Mutual Fire Insurance Co. for fifteen years, and its president for ten years.

To discharge the multifarious duties in connection with these positions was the work of no ordinary man. The whole secret of his success was honesty of purpose and a thoroughness in everything he undertook to accomplish. This inspired confidence in those whom he served, which in his career has never been shaken, and which he still retains.

He was a man of strong and robust physique, and his youth spent in chopping and logging had so inured his constitution to hard labour that he was able to accomplish all his undertakings with ease. He is possessed of a large amount of good, common sense, is affable and kind in his manner, knows men well, and has the faculty of penetrating their motives. These characteristics, with a capacity for hard work, were the instruments by which he raised himself to the front rank of Perth's great men.

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ROBERT JONES, for many years a prominent man in this county, was born at Wicklow, Ireland, in 1828. He was a farmer's son, and obtained only such education as the country afforded at that period, which was very imperfect. He was endowed with natural qualities, however, which education could never supply. During a busy life these were brought conspicuously forward, and faithfully applied in promoting the interests of his adopted country. Mr. Jones was an ideal pioneer. He was a man of fine physique, robust, tall, and well formed; of marvellous energy, restless and continuous in pursuit of those affairs committed to his trust. In his management of public business in Logan he displayed great tact and judgment, honourable to himself and advantageous to his constituents. As a recognition of his ability he received a greater share of confidence from those whom he served than has ever been accorded to any other representative in Logan. This he retained to the end, when he laid down his harness, which on his part was a voluntary action—he still maintained his popularity.

In 1849 he came to Canada, remaining a short time in Fredericksburg, then removing to Kingston, where he made the

acquaintance of Sir John A. Macdonald. In 1853 he settled in Logan, on lot 15, concession 4, where he resided the greater portion of his life. In 1850 he married Miss Susan Jones, who became the mother of a large family, all of whom survived her. To a person of Mr. Jones' temperament, clearing land afforded no scope to his restless disposition. Other avenues had to be sought in which he could spend his energy, and these he soon found. In connection with his farm he entered into the business of shipping stock, and for many years was one of the largest operators west of Toronto. His great aptitude for business was soon observable to those with whom he came in contact, and in 1860 he entered on his municipal career, being elected councillor in Logan. In 1862 he was chosen reeve, retaining that position for seventeen years. During 1879 and 1880 Mr. Coveney was reeve, when Mr. Jones was again elected to the reeve's chair, which he retained till 1890, when he retired. Important events meantime had transpired in connection with our gravel roads, in which he played a conspicuous part. In this he was ably assisted by Mr. Tom Coveney, then township clerk. As public men they were unlike, but admirably adapted to support each other. Mr. Jones was impetuous in his conduct, fertile of resource, competent to formulate great schemes, but impatient in managing details. Mr. Coveney, on the other hand, was patient and painstaking in everything he did, watchful of the smallest consideration, thus supplying exactly those qualities in which Mr. Jones was deficient. These two men gave Logan an influence in this county only exceeded by Fullarton, whose municipal affairs were managed by Mr. William Davidson. In the historical sketch of Logan will be found many proceedings which illustrates the life and conduct of this marvellous and energetic man.

During the period he sat at the county board he was honoured on three different occasions by being chosen warden, a record only excelled by two others during a long period of fifty years. He contested the North Riding of Perth for the Commons, but was defeated. Near the close of a busy and well spent life this old pioneer retired to Mitchell, where he died in 1895. Take him all



in all Mr. Jones was an extraordinary person, and like others of our pioneers, his character is worthy of emulation by our young men.

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JOHN BINNING was born in Somerset, England, in 1812. At 24 years of age he became a British soldier, joining the 46th regiment of Light Infantry, serving for eleven years. During this period he was stationed at Gibraltar and the West Indies. In 1846 his regiment came to Canada, being for some time stationed near Montreal. He then decided to make this country his home. Obtaining his discharge, he retired with the rank of corporal.

In 1849 he married a daughter of Mr. G. W. Dodds, and removed in 1851 to what is now Listowel, taking possession of a shanty already erected by some pioneer near the river. From Glenallen he brought a supply of provisions, and thus equipped he entered on pioneer life. This shanty he afterwards bought from a Mr. Henry for a rifle. This gentleman set up a right of priority in possession, which was a common mode of procedure in those early days.

Mr. Binning, in turn, set up a right of possession on adjoining land eastward, and which he afterwards disposed of to Mr. Dodd. Subsequent to a survey being made and settlement taking place, on these lands was built a large portion of Listowel. When a small clearing had been effected, and a little wheat produced, it was hauled by the oxen and sled to Hawkesville, where it was made into flour for the new settlement, each trip occupying three days. This continued till Mr. D. D. Hay erected his mill, thus relieving these old bushmen of a great amount of hardship and inconvenience. Mr. Binning's life is so closely identified with the growth and development of Listowel that a history of one—for a period at least—is almost a record of the other. Our readers are referred to the historical sketch of that municipality for further remarks on this pioneer. Those who were contemporaneous with him refer to his disposition as being kind and friendly. Possessed of a well balanced mind, he was a good neighbour, a worthy citizen, and respected by all classes. He was honoured on many occasions with positions of trust, being for some time a member

of the council and the first school board. In politics he was Conservative, in religion Presbyterian, being a member of Knox church since its inception. Throughout his long life he was honest and progressive, thrifty and industrious, and as a consequence was able to retire in his old age to a well earned rest. At the age of 87 years this old pioneer and first settler in Listowel laid down life's burden as one who had done his duty well and was needful of rest.

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JAMES DICKSON, of Elma, was born in Peeblesshire, Scotland, in 1819. Although not one of the earliest settlers in this township, he was a man who exerted a great influence for good in that section where he resided. Being accustomed to farm life in Scotland, but considering Canada offered greater advantages, at the age of 32 he came to this country. In 1844 he married Mary Grozart, also a native of Peebles, who was his faithful helpmate for over half a century, having celebrated their golden wedding in 1894 with their family and friends. During 1851 he arrived in Canada, for a number of years carrying on farming on his own account. In 1868 he came to Elma, a great portion of which was still covered with wood, and settled on the lot still occupied by his son James, ex-warden of Perth County. On this farm he remained until his death on January 19th, 1898, his aged partner preceeding him on the lonely path by a few months. Mr. Dickson did not take an active part in politics, although a supporter of the Liberal party. Like nearly all his countrymen he was a consistent Presbyterian, and in every department of life earned for himself the best regards of his fellow men. He was a fine specimen of our pioneers, honest, truthful, thrifty, and industrious, and of kindly though unbending principle. Of co-operative dairying, which has done so much for Elma, he was an active promoter. To such men this country owes much of her prosperity, and the example they set in their outgoings and their incomings, has shed an indelible influence on the moral aspirations of our people.

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MOSES HARVEY, late treasurer of Elma, was born at New

Brunswick in 1822. In 1849 he married Mary Leckie, of King's County, in that Province, and in 1856 removed to Elma, settling on lot 18, concession 9. Here he made for himself a home, and on this farm he resided until his death. A family of thirteen children was born to him, many of whom are now dead. During 1865, being still of an adventurous spirit, and having caught the California gold fever, he made a trip west to that fabled land, remaining only a short time, and although quite successful, he returned again to Elma. In 1871 he was appointed township treasurer, which position he held till his death on May 20th, 1901. He was a good book-keeper, and throughout his long official career, though having large railway and drainage accounts passing through his hands, his work is characterized by accuracy in every detail. At an early period he was appointed a justice of the peace, and was a consistent supporter of the Liberal-Conservative party. Either in religion or politics he was not dogmatic in his views, allowing every man to deal with affairs of his conscience as best suited himself. As a proof of this aspect of his character and his broad principles he took an active part in promoting Methodism where he resided, he being a consistent Presbyterian. Mr. Harvey was an honest man, which, after all, is the highest encomium we can give to any one.

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THOMAS ROTHWELL was born in Wexford, Ireland, in March, 1808. The family emigrated to Canada in 1815. In January, 1833, he married Eliabeth Tompkins, of Wicklow, which union extended over a period of 63 years, when death separated the aged pair in January, 1896. To them were born six sons, who all became professional men except one—Mr. B. Rothwell, the eldest, having been principal of Listowel public schools for a quarter of a century.

Mr. Rothwell arrived in Elma during 1853, settling on lot 29, concession 2, where he remained until his death. In his youthful days he was a man of robust physique, fine personal appearance, and a splendid specimen of the better class of our pioneers. He was an even-tempered, kindly man, well informed, and of far

more than average intellectual ability. We are apt to inquire sometimes why people of education and refinement should ever enter the woods, where naturally nothing could be found we would suppose congenial either to their tastes or aspirations. To answer this we would require to know the man, for although fate does play strange vagaries with us all, there is a trend of thought and feeling in our hearts causing many events we blindly attribute to fortune. Whatever may have been the cause in this case of taking up backwoods life, Mr. Rothwell fought the battle in a manner most honourable to himself, and left a record of honesty and upright conduct with all men, the fairest boon he could leave to his family.

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MR. SAMUEL ROE was born in Crossmolin, Mayo, Ireland, in 1821. At the age of 30 years he came to Canada, settling at Paris. In 1854 he arrived in Elma, locating on lot 36, concession 12. During his first year in this township he married Margaret Fullarton, sister to the present municipal clerk. At an early period he became identified with township affairs, and was elected councillor in 1859. In 1863 he was chosen deputy-reeve under Mr. D. D. Hay. This position he held till 1880. He was a life-long Conservative, and a consistent supporter of the English Church.

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DANIEL D. CAMPBELL, Lieut.-Col. and J. P., of Listowel, was born near Seafell, in Arran's Isle, in 1832. He was the second son of Dugald and Mary Campbell, of Lochranza, who emigrated to Lower Canada, settling in the township of Inverness. Mr. Campbell received a fair education, having attended school for several years in the Eastern States. In 1856 he arrived in Listowel, which at that period was a hamlet of a few log dwellings. Here he at once entered into commercial pursuits, erecting the first frame store in the village. Mr. Campbell's life affords a good illustration of what can be accomplished by perseverance, honesty of purpose, and a kind disposition. He was the architect of his own fortune, and, what is better far, he was a man whom the citizens of Listowel delighted to honour. At one period of his



life with his mercantile affairs he managed a milling business and a farm, evincing a fine simplicity of character through all.

When Wallace was separated from Logan and Elma for municipal purposes he was appointed returning officer to call the first meeting. Subsequently for a number of years he served as councillor, and, on Listowel being incorporated, was elected as a member of the council, ultimately being chosen reeve. He was also mayor of Listowel for several years, and voluntarily resigned that honour. On this occasion his fellow-citizens recognized his long, faithful services by presenting him on his retirement with a gold-headed cane, gold chain, and seal. To the quiet and unobtrusive efforts of this man, Mr. D. D. Hay, and a few others, Listowel owes her prosperity. In education he took a deep interest, using his best efforts in its promotion. On both school boards, with which he has been connected since their inception, he is an active worker.

During the Fenian raid in 1866 he organized No. 4 company, 28th battalion of volunteers, to defend his country. This connection with the militia continued until he attained the rank of lieutenant-colonel.

In 1874 he was tendered the Conservative nomination for North Perth, but declined. Mr. Campbell has been a useful citizen, and whether on the magisterial bench, an honour he has long retained; or in whatever sphere of life, public or private, he may have been called on to play his part his conduct has been uniformly that of a good and useful man.

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MR. JOHN HICKS, in early days an influential and well-known man in Perth County, was born in Cornwall, England. When quite young his father removed his family to Canada, settling at what is now Holmesville, near Goderich. Mr. William Hicks, the father, was a person of some means, and may be called the founder of Mitchell. As early as 1837 the first Hicks house was erected by him. In all that section of country west of Seebach's scarcely a settler had located, and Mr. Hicks' hotel was far more in danger of being boycotted by wolves than filled with

guests at that period. Mr. John Hicks, who afterwards became prominent and played an important part in public affairs, was first landlord in this new hostelry.

He was a worthy old pioneer, and exerted a great influence in opening up this section of the Huron Tract. As an index of his character, in 1843 a Methodist minister was endeavoring to reach a new settlement in Fullarton to hold services with those few who had penetrated so far into the forest. Mr. Hicks directed him to follow the blaze on the trees as being the only hope of his keeping the way. Next evening at dusk the landlord saw a stranger emerging from the woods apparently in a rather sorrowful plight. There were no bridges in those days, and the poor preacher, in trying to cross a stream over a fallen tree, became an unwilling participant in baptism by immersion in good cold water from the Logan swamp. Mr. Hicks performed the part of a Good Samaritan by supplying such requisites as were needful for his guest's comfort. Next morning he was asked his charge. "How much do you get for your work?" said Mr. Hicks. "Little or nothing," replied the preacher; "my Master will reward me at His own proper time; He never forgets." "All right," responded the landlord, "I'll take your Master for my pay; your bill is settled. Good-bye. Call again."

During the rebellion in 1837 he volunteered in support of the Government, and was employed in several departments of the service. Until his death, in 1872, he was still connected with that body, having attained the rank of lieutenant-colonel. He was one of the first magistrates in Perth County, first district councillor from Logan, and a member of the township council. Mr. Hicks' municipal life was interesting and important, and my readers are referred to the historical sketches of Logan and Mitchell elsewhere in this work for further details regarding this very prominent man.

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SAMUEL WHALEY was born in Tyrone, Ireland, in 1818, and came to New York in 1840. In 1842 he came to Canada, settling in North Easthope. He married in 1844 Margaret Trow, a sister

of James Trow, settling in Mornington in 1848, being one of the first settlers. He was for many years a prominent public man, having been reeve and also township clerk for several years. He was also clerk of the fifth division court, holding that position till his death in 1876. He was a magistrate and commissioner in B. R. and a director of the Stratford & Huron railway. He was active as a politician, acting with the Liberal party, although not aggressive, which made him personally popular. Through his long life he was highly esteemed as one of Perth's public men.

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JAMES REID, treasurer of Mornington, was born in County Down, Ireland, April 25th, 1825. In his twenty-second year he came to Canada, settling in Mornington in 1847, on lot 16, concession 6. He was one of the first settlers where Millbank now stands, it being then an unbroken forest. The record of Mr. Reid as a township officer is somewhat unique, in so far that he has retained office for a longer period than any official in this county, having been appointed treasurer consecutively for 47 years. This acknowledgment of his services is a high tribute to his integrity, and a public recognition of his honesty as an officer and his worth as a citizen. In 1857 he received from His Excellency the Governor-General a commission as captain in the militia as a testimony to his loyalty and devotion to British institutions. He is Conservative in politics, and a consistent member of the Presbyterian church. His life has been quiet and orderly, and his influence for good has been great, not only in his own family, but with those he has come in contact in every day life.

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JOHN WATSON, township clerk of Mornington, was one of the first settlers in that township, locating on lot 7, concession 11, in 1848. Mr. Watson was born in Newton Stewart, Tyrone, Ireland, in 1827. In 1847 he arrived in Canada, coming direct to Mornington. At a very early period he took an active part in municipal politics, being elected reeve in 1863. This position he retained till 1868. In 1874 he was appointed township clerk, which position he has held ever since. Next to Mr. Reid he is

amongst the oldest of our municipal officers. His character and conduct as a citizen and private gentleman are above reproach, and shed a lustre on the name of backwoodsman.

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ALEXANDER GOURLAY was born in Galloway, Scotland, in 1804. When a young man he left his home, going to England, and entering into mercantile business. Here he remained for some time, emigrating to Canada in 1843, settling in Ellice the same year. Mr. Gourlay was a good specimen of the Scotch; energetic and aspiring, honest and trustworthy. He was a member of the old district council, and, on the introduction of the Municipal Act of 1850, took an active part in local municipal government. He was a member of the first council of Ellice, and sat as reeve from 1851 to 1853, inclusive. Mr. Gourlay was a consistent Presbyterian. During the period he resided in England he married a sister of the late John Pearson. Subsequent to the death of this lady he married Miss Riddell, of Paris, Ontario. Mr. Gourlay died on May 6th, 1879, at the age of 75 years.

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ROBERT HENRY, another old pioneer of Ellice, was born in the County of Londonderry, Ireland, in 1825, and came to Canada in 1843, remaining for two years near Toronto as a farm servant. In 1845 he, along with his father, who had joined him in the meantime, settled in Ellice, locating on 500 acres on the 2nd and 3rd concessions. Mr. Henry was a person of strong character, and a prominent man in this county. He was first reeve of Ellice, and succeeded Mr. Gourlay again in 1854. He was appointed one of the first magistrates after the organization of Perth as a separate county in 1853.

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JOHN KASTNER was the second son of George Kastner, an old soldier in the grand army of Napoleon, whose victorious operations struck terror to every nation in Europe, and covered France with glory. He was born in Alsace, then a French province, in 1818, and came to Canada with his father's family in 1832, settling on lot 12, in the first concession of Ellice. Mr. John



Kastner was a great man, who, by his own industry and perseverance, raised himself from poverty to the position of an affluent leading public man. His courage and success furnished a fine illustration of that steady but sure progress made by the thrifty pioneer. During the rebellion of 1837 he was created a sergeant in the volunteer corps, and subsequently promoted to the rank of captain, which position he held for many years.

He was a fluent speaker, and on the political platform was effective and often playful with his opponent. He was strongly sympathetic, and had many qualities of which orators are made. He understood the use of English well, but never was able to pronounce it without a strong German accent, which marred his influence as a speaker to some extent. He was a life-long Reformer, and of great value to that party in his manipulations of the electorate.

Mr. Kastner was one of the first J. P's. in the county, and in 1857 was elected reeve of Ellice, giving way in 1860 to Mr. John Pearson. Re-elected in 1861, in 1866 he again gave way to Mr. Pearson, but was once more returned in 1868. He was a man of great energy, and withal had a vast store of good common sense. As an early settler in this county, the influence he acquired amongst his neighbors was retained till his death.

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PETER KASTNER, eldest son of the George Kastner we have mentioned, was also during his life-time a prominent man. The village of Kastnerville was founded by and named after this family. Like all the settlers of 1833 he was early inured to the hardships of bush life, but finally overcame them all, raising himself by his own unaided efforts to positions of trust and honour amongst his fellows. He was also a justice of the peace, and filled every position in the militia from that of private to the rank of major. He carried on several branches of business, as merchant, distiller, and brewer, and was a prominent farmer and stock-raiser.

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JOHN PEARSON, a prominent municipal officer in Ellice, was born

at Ashford, County of Kent, England, in 1826, immigrating with his father's family in 1841. In 1844 he came to Ellice, and located on lot 16, in the second concession. For thirty years he carried on farming on the old homestead, removing to Sebringville in 1874. Here he engaged in saw-milling and general business, and was early identified with municipal government. A reference to the history of Ellice township will show the offices he was chosen to fill, and the implicit trust the people reposed in his integrity.

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ALEXANDER FISHER, J. P., of North Easthope, was born in Kenmore, Perthshire, Scotland, on March 2nd, 1804. In 1833 he came to Canada, remaining for a time in the township of Esquesing. On removing to North Easthope he settled on lot 32, con. 2, which was his home till his death. He married Elizabeth McNaughton (daughter of Donald McNaughton, also an old pioneer), who still survives. During the rebellion of 1837 he was enrolled in the regiment of Col. Jarvis, his company being under command of Capt. Brown. He was one of the first magistrates in Perth County, and during his life-time was a prominent citizen of North Easthope. He took an active part in municipal organization, under the Act of 1850, and was township treasurer for a quarter of a century. His son, Alexander McNaughton Fisher, who became township clerk, held that position for 30 years. He, again, was succeeded by his son in that important office. There is no other case in this county where one family has held the two most responsible offices for so long a period. A faithful and honest discharge of the duties arising in these positions has won for this family a feeling of confidence from those they serve which has been steadily maintained for over half a century.

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PETER ROBINSON JARVIS, a pioneer of this county, was fourth son of Fredrick Starr Jarvis, U. E. Loyalist, and born in the township of York, August 16th, 1824. His grandfather fought for British supremacy during the revolutionary war, and at its termination had to fly for his life to British territory. As a refugee he came to Fredericton, N. B., in 1808. As a U. E. Loyalist

his father obtained a grant of land near Oakville, serving in the war of 1812 and the rebellion of 1837. Subsequently he was appointed registrar of the Home District, and acted as Gentleman Usher of the Black Rod in the old Parliament of Canada. Later he became Sheriff of the Home District.

In 1809 Colonel Jarvis removed his family to Upper Canada, and in 1818 received his appointment as registrar. Like many others of our pioneers Mr. Jarvis began his education in a log school house, where he attended for some time, being afterwards sent to a grammar school in Cornwall. He seems now like a connecting link of the past and present, having been taught by Bishop Strachan, and was a school mate of Hon. John Sandfield McDonald. Having completed his education he shipped from New Orleans for China, residing in Canton as representative of an American Tea Co. Returning from that port he visited the Cape of Good Hope and St. Helena, arriving safely in Toronto after a long voyage. For a short period he entered into the milling business at Galt, and in 1847, along with his brother, came to Stratford.

On his arrival in this new backwoods hamlet he rented from Mr. W. F. McCulloch a grist and saw mill and a distillery. Thus he identified himself with the commercial interests of the village, forming a connection which has been continued ever since. Stratford's first assessment was made by Mr. James Woods, who, with Mr. Jarvis and his brother, made valuations and counted the houses, while quietly smoking their pipes in a little back office. If remuneration for performing this important function was not great, neither did their duties seem very onerous. A brick block erected by Mr. Jarvis, and known as the Jarvis block, was the first to be built in Stratford.

In discharging those duties which every good citizen owes to society, this pioneer had done his part. For many years he interested himself in educational work, serving with acceptance on the trustee boards. His connection with Stratford school boards extended over a period of thirty years, when he resigned his position as chairman of the high school trustees. At one

period of his career he was a candidate for parliamentary honours, and in good old orthodox style issued his address to the intelligent and independent electors of Perth County, but subsequently withdrew. The reader is referred to the local history of Stratford for further information regarding the municipal work of this man.

Over fifty years ago, when Queen Victoria was young, he received a commission as ensign of the first Batt. of Perth Militia, under date March 14th, 1851. This document is fearfully and wonderfully impressive, opening with an array of titles and distinctions which appears to us like piling up agony. For the information of our readers we insert it, as follows:—

“His Excellency the Right Honourable James, Earl of Elgin and Kincardine, Governor-General of British North America, and Captain and Governor-in-Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, etc., etc.

“To Peter Robinson Jarvis, gentleman. Greeting: Reposing full confidence in your loyalty, courage, and good conduct, I do hereby constitute and appoint you, during pleasure, to be ensign in the Fourth Batt. of Huron Militia, taking rank and precedence from the 14th day of March, 1852. You are, therefore, carefully and diligently to discharge the duty of ensign by exercising and well disciplining the inferior officers and men of the said militia, and I do hereby command them to obey you as their ensign, and you are to observe and follow all such orders and directions as you shall from time to time receive from me or your superior officers, according to law.

“Given at Toronto the fourteenth year of Her Majesty’s Reign.

“By command. Signed, ELGIN & KINCARDINE.”

In 1849 Mr. Jarvis married Miss Marion Neilson, the issue of a long and happy union being a family of ten children. In religion he is an Episcopalian, and in politics a Tory of the old school. His life has been peaceful though eventful, and during his career he has seen all those mighty influences called into existence by the genius of our great men which has produced such marvellous



results in the world. He has long passed three score and ten, and is now nearing that period which some by reason of more strength are said to attain. Still hale and hearty, however, he attends to business as he did over fifty years ago. He is robust in health, portly in figure, relishes spinning a yarn of the long past, and on the whole is a fine specimen of ye grand old country gentleman of ye olden time.

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ANDREW MONTEITH was born in August, 1823, at Karn-Dreen, Tyrone, Ireland, and with his father's family came to Canada, arriving on July 12, 1834. Mr. Samuel Monteith had preceded this family into the wilderness, and was ready to welcome them on their arrival at "Little Thames."

Mr. Monteith was an ideal pioneer. Rather over than under middle size, he was muscular in appearance, quick in his movements, decisive in action, and inexhaustable in vitality and endurance. His countenance could not be called fine according to the rules of art, but, as a mirror to the thoughts and feelings of a great man, was impressive, indicating the presence of a strong character. He was easily approached, and had no affectation. He was conservative in politics and democratic in principle, having not one spark of official pomposity by which some surround themselves. He was a good chopper, an expert logger, and a public speaker above the average. His language was plain but strong—always convincing, because always truthful and sincere. Intolerant of sham, he made a good friend and a most enterprising opponent. Such a character does not need birth and influence to bear him onward. He never waited for something to turn up; he went straightway, as all great men do, and turned something up for himself. As might be expected from such a man, he soon attained prominence and great influence in Perth County, playing a distinguished part in its early history and development.

In 1838 his father opened a general store in Stratford, which was managed by his brother till 1840. This youth died at 21 years, when Mr. Monteith and his brother Samuel carried on the business till 1850. His partner having withdrawn, he continued

the business for several years longer, until, his health failing from close confinement, he retired to his farm in Downie, where he resided till his death.

It was not in mercantile affairs, however, that nature designed this man should play his part. The eternal gin-horse sameness that characterizes business in a country town must have been irksome to him. Nature did not design him for a vendor of knitting needles and red herrings; he was to be a leading man. In municipal and political life he was prominent from an early period of his career. This inclination for public business he may have inherited from his father, who was one of the six old veterans (all the voters in the eastern part of the county) who trudged from Stratford to Goderich in 1841 to record their votes in the Dunlop-Strachan election. In 1842 when school sections were organized by Mr. Daly, Mr. Monteith was one of the first trustees in union school No. 1, Downie, Ellice, and North and South Easthope. From this period, onward to the day of his death in 1896, his name—during those 54 long years—was constantly before the people of this county. To say that he was always successful would imply that he was more than human. He was irrepressible, and failure with him was simply an incentive to greater exertion. In fact, when his opponents succeeded in hedging him in at one point he simply broke out at another, and with such force and impetuosity as to overwhelm them all.

His municipal career is already written in the local history of Downie and that of Perth County, and those of my readers who desire to follow out the life of this excellent man are referred to those portions of this work. At Confederation in 1867 he entered parliament as member for North Perth in the Legislature, his opponent being Mr. D. D. Hay, whom he defeated. In 1871 he contested the Riding against the Hon. Thomas Ballantyne, and was again elected. In 1874 he resigned his seat in the Legislature, and became a candidate for the House of Commons, his opponent being Mr. James Redford, whom he defeated. On a petition this election was voided, and he again entered the field, with Mr. James Fisher, of Stratford, as his opponent, and he was again successful. In 1878 he retired from active politics.

There were few institutions in this county with which he was not to a greater or lesser extent identified. He was elected to the Stratford school board in 1853, on the retirement of Mr. Peter Woods, and was also a member of the trustee board in S. S. No. 5, Downie. When the British Mortgage Loan Co. was established in Stratford he was chosen as its first president, for which his prominence and integrity eminently fitted him. He was also for a time its managing director. Although not an official in the Perth Mutual Fire Insurance Co., he had the honour of taking out policy No. 1 in that important institution. In the old days he was also a member of the Volunteer Fire Co.

In politics he was strongly Conservative, although by no means aggressive, believing that every man had a right to his own opinions in matters of conscience. He was a consistent member of the Church of England, and for many years was church warden. To one secret society he belonged, and to one only. He was a representative man in the Orange order, remaining an active member during his whole life. It is worthy of remark, and is a high tribute to his character, that he always enjoyed the confidence and good-will of the Roman Catholics during his political career.

In 1850 he married Jane Dunsmore, then of Huntingdon, Quebec, to whom were born four sons and five daughters, several of whom are now dead. Mr. Monteith's career was unique, and should be a sacred heirloom in his family for all time to come. He was possessed of those rugged qualities that so often distinguished the men of that generation now nearly passed away, and who made this county what it is. Those hardy and intrepid characters seem not to be fashionable now-a-days. That process of polishing necessary to bring a man up to the modern requirements of society is apparently fatal to a perpetuation of those qualities so strongly marked in Andrew Monteith and our pioneers generally. If such be the case it is to be regretted. Better far in any country or society to have ruggedness with strength than polish associated with weakness.

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STEWART CAMPBELL, as his name indicates, was a son of the

heather, born in Strathardle, Kirkmichael parish, Perthshire, Scotland, in 1805. His father, like all glen-folk in that mountainous region, took commendable pride in securing for his children a fair education. At an early age he was sent to the parish school—a noble institution which has done much for Scotland, and which at that period was possessed by no other nation in the world. Subsequently he entered an academy, where he acquired a knowledge of English and mathematics. Without these two branches no Scottish boy's education could be complete, and next to the shorter catechism were a foundation on which rested all his future scholastic acquirements. Having obtained a moderate store of learning, he took up the ferule for himself in his native parish, teaching what is known in Scotland as a side school, until he was promoted to Athol. He did not remain long in this profession, removing to Dalkeith, where he became superintendent of a brewery.

In 1843 he turned his steps toward Canada, being recommended to come to Stratford by some of his acquaintances who had preceded him to North Easthope. During the autumn he reached Ellice, and located on the edge of that great swamp adjoining Stratford, where he resided until his death.

To one who spent his years in educating himself and others, life in the woods and that laborious work consistent with it must have been very distasteful. It is not surprising, therefore, that he soon turned his attention to other and more congenial pursuits. In 1846 he was appointed clerk and treasurer of Ellice, which position he retained till 1869. Mr. Campbell's municipal career is somewhat singular. At one period he was clerk and treasurer of Ellice, clerk of Stratford, and county clerk at the same time.

He took an active part in organizing Perth County and in its separation from the United Counties of Huron, Perth, and Bruce. With him were associated in this work Messrs. J. J. E. Linton and J. A. Scott, who also took a prominent part in the agitation. A great mass meeting was held in Mr. Campbell's field to facilitate this movement, where funds were subscribed to enable Mr. Linton to visit the Government for this desirable object. Mr.



Linton succeeded, the name Perth, which it formerly had in connection with the United Counties, being retained.

Mr. Campbell was secretary of North Perth Agricultural Society, only resigning a year or two previous to his death. He was a fine type of manhood; in his later years somewhat portly, but most distinctly in his manner and deportment a representative Scotchman rather than a Canadian pioneer. Every idiosyncrasy apparent in his life and character was eminently one peculiar to a son of "ye ancient kingdom." He was a true friend, but not very demonstrative in his sympathies either by word or action. Frequently taciturn, a strong peculiarity of his nature, his conduct might be considered gruff by those unacquainted with the character of this Gael.

During his residence in Dalkeith he married Mary C. Keiller, to whom were born six children. On his death in 1878, at the age of 73 years, Perth County lost one of her oldest and ablest municipal officers, an old pioneer, and a trustworthy and honourable man.

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PATRICK CLYNE was born in Roscommon, Ireland, in 1817. He came to Canada with his parents in 1832, settling in South Easthope. His death in 1901, at 84 years, broke the link connecting two generations of men—pioneers of an age long past, and those of a progressive period now present. In 1837 his father sold his farm of 300 acres in South Easthope, and removed to Downie, where he had been preceded by Monteiths, Dempseys, Nelsons, Dunsmores, Robbs, and others. Time has made great changes in this old family. Its founders, James Clyne and his wife, have long since passed away. William and John died over a quarter of a century ago, the subject of this sketch being spared alone to witness all those changes resulting from pioneer efforts in the old time.

The history of this family in one respect is somewhat remarkable. By referring to the historical sketch of Downie it will be found that since municipal organization took place in 1842 one or other of its members has been continuously connected with its local government. The late William Clyne was for a long term of

years a conspicuous figure among our public men, having been honoured, as few men are, with so large a share of public confidence. The late James Clyne, a most estimable and kind-hearted man, was township treasurer till his death in 1900, having held that responsible position for 32 years.

Like all old settlers Mr. Clyne, in his later years, loved to talk of old pioneer scenes—"barn raisings" and "logging bees," when prolonged trials of strength and endurance were maintained with each other. In 1845 he walked to Goderich with his deed in his pocket to record his vote. From that period till the present I believe this family have been supporters of Conservative principles. In religion the family are Catholic, the subject of this sketch assisting to construct the first church in Stratford. He saw St. Joseph's congregation grow and expand from a few people located far apart in an inhospitable wilderness to hundreds of families, who worship at its altar every Sabbath day. At his death he was the oldest member in this congregation. This pioneer was typical of a class, quiet and unassuming, hospitable and kind to those who came within his gates, and in every department of life a worthy and honourable man.

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JOHN CORRY WILSON DALY was born in Liverpool, in 1796, his parents being visiting in that city from the County Monaghan, Ireland, at that time. He had all the advantages of a superior education, and was chosen by the Canada Co. to succeed Mr. Galt as their representative in Stratford. In 1833 he reached the Huron Tract, and entered on the duties of his office. Although Mr. Daly was a very early settler in this county, he could scarcely be called a pioneer, except in the sense that Dunlop and Galt were pioneers. As the agent of the Company, however, no one had a better opportunity of noting those hardships endured by the first settlers than he. Every aspect of backwoods life was familiar to him as it was to be seen in others, his connection with the Company extending as it did over a period of 30 years. Mr. Daly was a public spirited man, taking an active part in every scheme leading to a development of Perth County. He was an early

store keeper in Stratford and first postmaster. He was district councillor for several years, and established the first school sections in what is now Perth County. The citizens of Stratford honoured him with positions of trust, and he took an active part in promoting their commercial interests. In the militia he attained the rank of lieutenant-colonel, was an old magistrate and coroner in this county, and a most charitable man. He died in Stratford in 1878 at the advanced age of 83 years.

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JAMES STEWART, of North Easthope, son of John Stewart and Mary Crerar, was born in Perthshire, Scotland, and came with his parents to Canada in 1832, settling in North Easthope. The Stewart family is an old one in this county, and one of the most distinguished for the capable and public spirit of its members. By reference to the list of public officers in North Easthope it will be found that the subject of this sketch was for a long period prominent in municipal affairs. During his whole career he was much esteemed as an officer, a private citizen, and an upright public man. Peter Stewart, his brother, was for many years closely connected with municipal government in North Easthope, and one of its trusted public servants who did much to develop its resources. This old pioneer family, along with many other settlers of this township, had an awful experience in their journey from their glens in Perthshire to the wilderness of the Huron Tract. Mr. Peter Stewart, even at the distance of 70 years from that ill-starred time, relates with thrilling interest many details of that terrible voyage across the sea, and that still more terrible journey to the west. Cholera, with relentless tenacity, hung around those poor helpless immigrants like an insatiable demon. They were shunned by people on their journey as being plague-smitten, and almost every encampment where they rested was marked by the grave of a victim snatched from those weary and heart-broken wanderers.

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ROBERT CLELAND was born in Lanarkshire, Scotland, emigrating to Canada while yet a young man. He was one of the early

settlers of Elma, and has taken an active part for a long period in municipal government. In 1867 he was first elected reeve, holding that position for three years. He was again elected in 1876 for two years, and again in 1888 he held that honoured place, being re-elected subsequently on several occasions. During his occupancy of this position at the council board in 1867 to 1869, inclusive, he rendered valuable service to Elma in securing, after a good deal of difficulty, those payments due the municipality by the Government in connection with the improvement fund. Since the inception of the cheese industry he has been an ardent promoter of this branch of husbandry, and was elected as president of the Western Ontario Dairymen's Association in 1889 as a recognition of his important services to co-operative dairying. He also was an active promoter of the Elma Fire Insurance Co. in 1884, and was chosen its first secretary and manager. In every department of public life he has been a conspicuous figure, devoting his time and ability to the furtherance of those objects which he believes is for the benefit of the people.

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JAMES TROW was born at Newton, Montgomeryshire, Wales, December 16th, 1826. He received a fair education, and in 1841 emigrated to Canada, settling in North Easthope. Mr. Trow's success in this county furnishes a good illustration of what can be attained by courage, perseverance, and a fixed purpose. When he came here he was penniless, friendless, homeless, and unacquainted with those hardships inseparable from pioneer life.

In 1842, when North Easthope had been divided into three school sections, he having travelled on foot to Goderich, and passed an examination before the superintendent of education, returned in triumph with a certificate in his pocket as a duly qualified teacher. He at once applied for and obtained a school in one of these new sections, and continued as a teacher for ten years. It was not as a teacher, however, he was designed to succeed. Although of a more versatile character than any of our public men in this county, it was as a speculator that he raised himself and attained to prominence. He was by nature a leader



and manipulator of men. Under all conditions he was always calm and collected. He had great penetration of character, and an intuitive feeling which enabled him to form correct conclusions of men's motives. He could sing a good song, tell a good story, was genial and sympathetic in his manner, kindly in his nature, a hale-fellow-well-met sort of man, respected by all, but really and truly known only to few. It is not surprising, then, that during his life he was; and continued to be, one of our most popular men.

Mr. Trow was for a long period of years a useful public man. His municipal career was brilliant and advantageous to our people. He was a man of broad views, and on all public questions stood up manfully, and threw his whole influence in favour of those measures calculated to ameliorate the conditions affecting the great mass of the people. He was a fluent talker on the platform, but by no means a great speaker. He had all those qualities necessary to successful political life, using them effectively during an extended public career. From his first appearance as a public man he filled every municipal office, from path-master to county warden, in a manner creditable to himself.

At Confederation, in 1867, he was returned to the Provincial Legislature for South Perth. His long experience in municipal affairs fitted him admirably for such a position, and he succeeded in carrying through several important and useful amendments to the Assessment and Municipal Acts. In 1871 he was defeated by Mr. T. B. Guest, of St. Marys, but in 1872 was elected for the House of Commons. Subsequent to dissolution, in consequence of the "Pacific Scandal," he was re-elected by acclamation. In 1878 he survived the wreck of his party under Hon. Alexander Mackenzie, and defeated Dr. Hornibrook, of Mitchell. At the next two elections he was again triumphant over H. F. Sharp, of St. Marys. Subsequent to his last contest with Mr. Sharp he was unseated under a protest by the indiscretion of an agent, and in 1892 was defeated by Mr. William Pridham, of Fullarton. This was his last appeal to South Perth, and on September 13th, 1891, died James Trow, after a successful parliamentary career extending over nearly 25 years.

During his long period of service as member of the House of Commons he was Liberal Whip for 15 years, a position for which his kindly and jovial nature eminently fitted him. He also advocated and carried through Parliament several measures in the people's interest, such as the Railway Passengers' Act and the Act declaring life insurance policies non-forfeitable except under certain conditions. He was also for years chairman of the immigration committee. He travelled extensively in our newly-acquired north-west territory, and did much by his writing to draw public attention to that "great lone land," now a home for thousands. Subsequent to a second visit to that new country his letters were published by Government, and 35,000 copies circulated in Great Britain. These letters were the greatest work of his life, and were much admired by people of literary taste for their easy, graceful style of composition.

Amongst other positions held by Mr. Trow was that of president of the Perth Mutual Fire Insurance Co., which he filled for many years. He was also president of the British Mortgage Loan Co., of Stratford, president of the Dominion Life Assurance Co., and a director of the Ontario Life Assurance Co., of Waterloo. He was an old magistrate, and in every position of trust to which he was elected his conduct was such as to rank him with the best men of Perth County. In 1847 he married Mary Moore, of Blenheim township, a former pupil in his days of teaching school, to whom were born four sons and one daughter.

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JAMES BROWN was born at Nathanfoot, Lanarkshire, Scotland, in 1805. During his boyhood days he attended the parish school, obtaining a fair education. In 1820, with his father and other members of the family, he came to Canada, settling in Dalhousie. For several years he assisted on the farm, when he became a school teacher, receiving for his services the sum of £30 per annum. As a part of his duties in that capacity he had to collect his own salary, which, in many instances, was more difficult than earning it. It will be borne in mind that Canada previous to 1841 had no School Act. During 1846 he removed to Fullarton, and assisted at raising the first school house in that township, in

section No. 1, and upon its completion became first teacher in the municipality. In 1847 he was appointed collector of taxes by the old district council, retaining that position until its abolition by the Act of 1850. When Fullarton was organized he was chosen treasurer, discharging the duties of that office till 1860, when he retired. In 1868 he was appointed auditor, remaining in harness till his death. He was an old magistrate, an elder of the Presbyterian church in Fullarton and Dalhousie.

Mr. Brown was a good public speaker, and a life-long supporter of the Reform party. His countenance indicated intelligence and refinement. He was a man of strong convictions, sincere and ardent in his conduct, his whole character typical of the good old pioneer. In 1827 he married Margaret Park, of Dalhousie, who was his constant companion through his long life. Her death was more than he could bear, and it was only a few months afterwards when he was laid by her side in the quiet resting place of the dead.

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MILNER HARRISON was born near York, England, in 1816. His father was engaged in the sea-faring business, trading to Russia. In 1820 the family removed to Canada, settling in London township, which at that period was rapidly being taken up by emigrants from the old land. In 1842 Mr. Harrison married Catherine Howard, whose father had come to London in charge of a surveying party, and where he afterwards settled in 1822. The Howards were related to the eccentric Col. Talbot, who founded the Talbot settlement on Lake Erie. In 1844 Mr. Harrison arrived in St. Marys, then fast becoming an important trading centre. Here he opened a general store on Queen street, with a stock of such goods as were in demand by the settlers. The staple articles of trade in those early days consisted of potash and black salts, as being the principal products of a new farm. As time increased his wealth so his business extended, until he was able to retire with a considerable fortune, the result of hard work and careful manipulation of his affairs. Mr. Harrison was in many respects a clever man, with all the qualities that lead to success. If he had

been a farmer he would have been a good one, and made himself rich. If he had been a labourer he would have earned the highest wages. He was plain and simple in his tastes, jovial in his manner, and had the most perfect contempt for the namby-pambyism of those who affect what is called high society. He was honest in his convictions, and in all his transactions. He knew no standard of manhood but that set up by Burns—"The rank is but the guinea's stamp, the man's the gold for a' that."

In the discharge of those duties appertaining to public-spirited citizenship he did his part, and his work in this department will be found in the local histories of Blanshard and St. Marys.

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JOHN SANDERSON, a St. Marys pioneer, was born in County Cavan, Ireland, in 1823. Coming to Canada with his parents he settled near Port Hope. In 1848 he removed to St. Marys, as yet a hamlet on the River Thames, entering into business as a lumber merchant. In this department of trade he continued during the whole period of his active life, retiring a number of years ago with a competency. Mr. Sanderson was a quiet, unassuming man, honest, reliable, and a good citizen. He is a strict Presbyterian, and took an active part in founding that denomination in St. Marys. When their present edifice, which crowns the hill on Widder street, was erected, he took an active part as one of the construction committee. He is now one of the few remaining pioneers of the town, nearly all the others having passed away.

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JAMES DOUGLAS MOORE, deceased, was born in the Township of Dumfries, in 1838. Mr. Moore was in no sense a pioneer of St. Marys, but to him belongs the distinction of introducing a system which marks an era in the commerce of this country. He was a son of the shanty, and, like many such, had great obstacles to overcome in his way to success. His education was limited, and realizing this condition, he often regretted in after life that he had not availed himself to a greater extent of the facilities within his reach. He continued on the farm until 1867, when he removed to St. Marys, entering on his career as a promoter and successful



operator of a new system of egg storage. This method has now attained great prominence, and is of vast consequence to Canada. Its importance to the husbandman will be recognised when we say that previous to its introduction this product of our farms had no commercial value, and could not be sold for money. Old pioneers will remember when it became known that Mr. Moore would pay money for fruit of this description, that the females of every household extended their investigations to the most remote corners of the farm buildings in search of this new source of income. He was also first to pay money for butter. This product was formerly sold to store-keepers for goods over the counter, a most unsatisfactory system for all parties concerned. He also constructed the first cold storage warehouse west of Montreal, which proved a great success. Mr. Moore was unpretentious in manner, although somewhat daring as a speculator. He was a large employer of labour, and highly respected by those under his charge. In politics a Reformer, in religion a Presbyterian, temperate, industrious, and kindly in his manner, intensely devoted to the "roaring play," which he continued to enjoy until the last. He took an active part in municipal affairs, and sat at the council board for a period of eight years. He died in 1902, and was much regretted, being one of St. Marys' great men.

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JOHN JAMES EDMONDSTOUNE LINTON was born at Rothsay, Isle of Bute, in 1804. He was the son of a gentleman of prominence, and received a good education. In 1833 he arrived in Canada, and meeting with Mr. Daly, agent of the Canada Company at Guelph, he was directed westward to Stratford. He at once located on lot 7, concession 3, Downie, and began clearing a farm.

In November, 1829, he married Margaret Dallas, who accompanied her husband in his wanderings, and like a true woman came with him to his lonely shanty, willing to share his burden for weal or woe. It is only those who have experienced the trials and depressing thoughts of other days, or that continuous weeping of a heart ready to break at the dismal environment of a pioneer, who can know the bitterness of life in the woods to

people of refinement. For a poor over-laboured hind, who may have "Begged a brother of the earth to give him leave to toil," this change from his daily grind, without hope, in the old land, was often a relief. But, O ! how sad, how painful it was to look at the puny efforts of those in clearing land who were unaccustomed to manual labour. It seemed like refined cruelty, and in many cases their utter wretchedness was more than they were able to bear.

During 1834 Mr. Linton opened the first school in this county, a short distance west of Stratford. Mrs. Linton also opened a school in North Easthope. Throughout the winter of 1834 and 1835 a night school was kept in the latter place, where those youths who had recently arrived from Perthshire, Scotland, received their education. He soon abandoned this profession, and entered into business in Stratford. At this time he was appointed clerk of the court of requests, a position corresponding to division court clerk. He also took an active part in promoting an agricultural society, an account of which will be found elsewhere.

During 1847 he was closely associated with Mr. Daly in agitating for county organization apart from Huron and Bruce. In this he was successful, visiting the Government on two occasions. He was subsequently appointed clerk of the peace, holding that office till his death in 1869. In him temperance principles had a consistent adherent and a conscientious supporter. He was fully possessed of those traits peculiar to all good men, truthfulness in thought, action, and utterance. In him there was no equivocation nor duplicity; he was sincere. To support his anti-slavery and anti-liquor principles he published for many years, at his own cost and charge, a paper called the *Challenge*, and which was distributed far and wide, not only in this county but in Ontario. Many old settlers in Perth will remember that having completed their period of service attending court as jurors each returned to his home with a good supply of literature, which the kind-hearted old clerk of the peace considered was for their good.

He was a man of great goodness of heart, strong individuality of character, outspoken in his sentiments, firm in resolution, and

tenacious of purpose. Conventionalities had no effect on his conduct, and whatever others might do, he acted according to the light of his own judgment. The most prominent point in his nature was benevolence, not of purpose only, but of action. An illustration of this principle in his conduct will be found in a report of the relief committee to Stratford council during 1859, a year in which he found ample scope for his charitable feeling in relieving the pressing necessities of the poor. He was extremely susceptible to distress among the helpless, and was often imposed upon, but unable to resist a pathetic appeal from those who pleaded for assistance, he was—

“ Careless their merits or their faults to scan ;  
His pity gave ere charity began.”

This old pioneer was eminently a good and useful man, an honour to the place of his birth, and a power for good in the land of his adoption.

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JOHN MCINTYRE was born at Lismore, Argyleshire, in 1788. At an early age he entered the navy as midshipman, taking part in several engagements during that distracting period extending over the first fifteen years of last century. On his retirement at the close of the Peninsular war he became a resident of Paisley, then the centre of Radicalism in Scotland. The impetus given to democratic principles by events transpiring and arising out of the French revolution had aroused the Scotch. The terrible depression succeeding the Napoleonic wars had stirred the inhabitants of manufacturing districts to a verge of action against the corn laws and parliamentary representation. Radicalism, with its sister principle Chartism, was rampant, and Mr. McIntyre in such an elemental maelstrom was soon drawn into the vortex. Paisley was for a time almost under martial law, and certain speeches he had delivered in the cause of freedom rendered it necessary for his safety that he leave his native land forever, and seek in Canadian woods that liberty of thought and action which was denied him in his own native Scotland.

In 1820 he arrived in Dalhousie, County of Lanark, and took up the burden of pioneer life. He was a fine specimen of the intelligent backwoodsman—an ideal white chief of the forest; energetic, honest, with strong reflective powers, and of more than ordinary ability. As might be expected, he soon became prominent in the new settlement; was a magistrate, and on one occasion a candidate for parliamentary honours. A quarter of a century soon passed away, and he found himself with a large family growing up around him. He therefore determined to remove to the Huron Tract, and arrived in 1845, settling in Fullarton. For the second time he entered the lists against nature, taking up the burden of toil and severe hardship incident to a new country. Here he at once attained prominence, and was elected by the people of Fullarton to the district council in Goderich several times. When the township was first organized he became clerk, retaining the position for some years. He was one of the first magistrates in the county, and on one occasion walked through the woods to St. Marys to assist Mr. Christie in trying a case, he being the nearest justice of the peace at that period.

Mr. McIntyre was a good specimen of a Scotch Highlander—stern and immovable in his principles, and an unflinching advocate of equal rights to all men. Although he could not speak English until he had passed his twelfth year, he became a master of the language, his writings being characterized by a simplicity and lucidity of expression we would scarcely expect in one whose cradle tongue was that of the Gael. He was a person of high literary taste, and if his lot had been cast under a more propitious star would have distinguished himself as a writer of pure English. He was typical of a class who entered the woods, few in number, and scattered here and there over the Huron Tract, the memory of whose worth it is our privilege to record.

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WILLIAM H. HACKING was a pioneer of Listowel, and was born in Yorkshire, England, in 1810. His father was a Congregational minister, who emigrated to Canada with his family, settling in Whitchurch, County of York, where he took up land. Subsequent



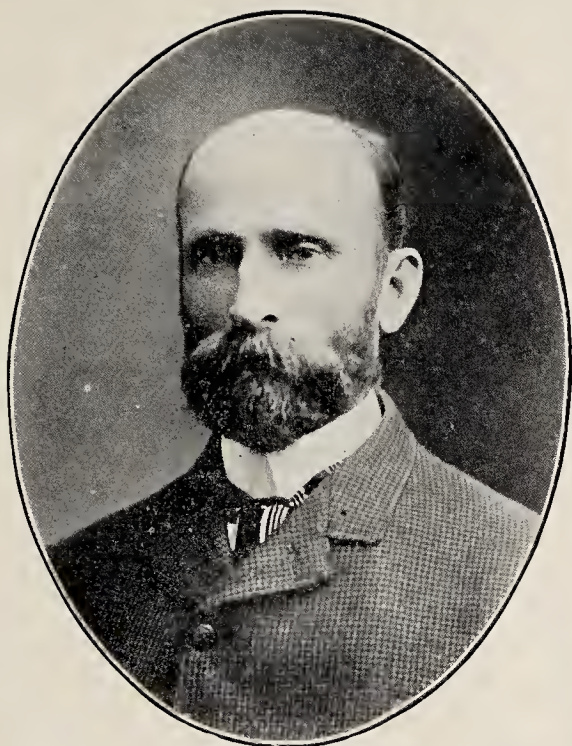
to Mr. Hacking's leaving his home he resided five years in Guelph, and came to Listowel at an early day. He opened the pioneer store, and was appointed first postmaster. For other information regarding this pioneer see the history of Listowel and chapter on post offices.

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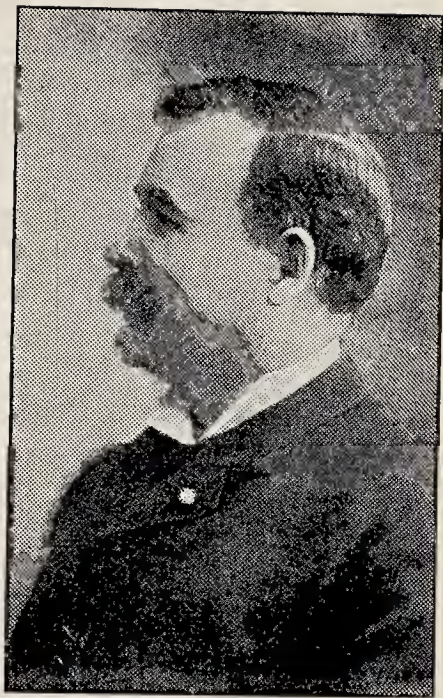
ALEXANDER FERGUSON MACLAREN, M. P. for North Perth, was born in Perth, County of Lanark, on February 3rd, 1854. He is the son of John MacLaren, his mother being Ellen Buchanan Ferguson, whose brother Alexander, of Hibbert, was for many years a prominent public officer of that township. In 1855 the family came to Mitchell, residing there for two years, when they removed to Cromarty, then a rapidly growing Scotch settlement. Here young MacLaren was sent to school for a short period, the only education he ever received. His parents were, like many other pioneers, not over-burdened with a stock of this world's goods, leaving home and kindred because they were poor.

When still a boy, and before he reached his twelfth year, stern necessity compelled him to go out amongst the farmers and earn a living for himself. This condition, while it may have in some respects been unfortunate, was an excellent training for such a character as his. It taught him self-reliance, and the importance of hard and ceaseless labour, if he was ever to accomplish anything. If he were asked now the causes which have contributed to raise him to the distinguished position he has attained, his reply would be—honest effort and hard work. That is the old, old story of all great men.

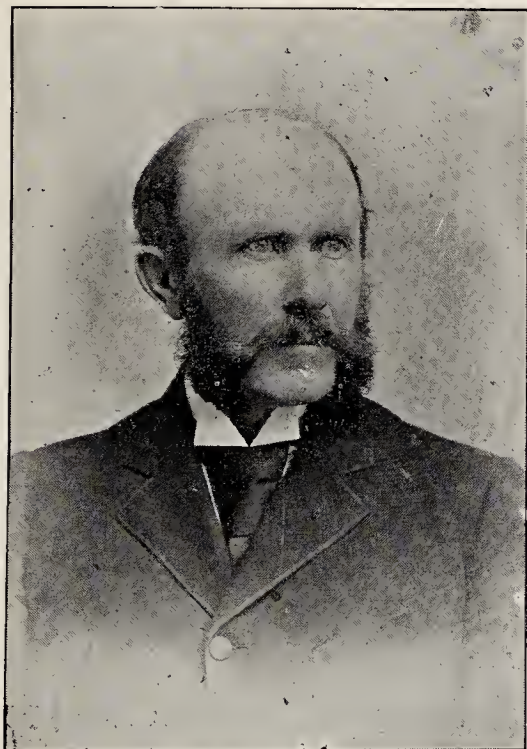
At seventeen he relinquished farm life, and engaged with Mr. George Hamilton, a pioneer dairyman in Hibbert, to learn cheese-making. He remained there only for a short time, however. Meantime Hon. Thomas Ballantyne had gradually worked his way to the front, not only as a manufacturer of cheese, but as one of the largest exporters in Western Canada. In 1877 Mr. MacLaren accepted a position with Mr. Ballantyne as a buyer, continuing in his employ for seven years. He was then offered and accepted a similar position with an Ingersoll Co., remaining there



D. K. Erb, M. P.



A. F. MacLaren, M. P.



J. C. Monteith, M. P.



V. Stock, M. P.

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till 1890, when he established an export trade of his own. During 1892 he introduced a new product now known over the entire world as "MacLaren's Imperial Cheese." For disposing of this product offices have been established in Toronto, New York, London (England), Chicago, Detroit, Mexico, China, Japan, and Africa.

His success as a cheese-maker and judge of dairy products brings his skill into active demand at all great central exhibitions on the American continent. Although a young man, he was chosen as sole judge in the cheese department at the World's Fair, Chicago, where Canada carried off so many honours. At the Pan-American, in Buffalo, in 1901, he was sole judge, and in his own country he fills that important position at all our great exhibitions. It is most honourable to his conduct in this capacity that, notwithstanding the high standard of equality of the goods on exhibit, his awards have been received with a universal feeling of confidence.

Previous to 1895 Mr. MacLaren, though quite decided in his opinions, had taken no active part in any political contest. During that year he was nominated by the Conservative party, and elected to Parliament for the North Riding of Perth, a Reformer having been previously returned. In 1900 he was again elected by an increased majority.

Mr. MacLaren is a busy man, and, besides attending to his parliamentary duties, is a director in the Continental Life Insurance Co., a director in the Equity Fire Insurance Co., and a director in the National Cement Co., capital \$1,000,000. He is president of The A. F. MacLaren Imperial Cheese Co., limited; president Imperial Wood Fibre Plaster Co., of Toronto; president Imperial Veneer Co., Toronto and Sudbury; director of Slate and Cement Co., Atlanta, Georgia, U. S., capital \$2,000,000; director Industrial Fair Board, Toronto, and chairman of Dairy Committee; he was also president of the Western Dairymen's Association in 1896 and 1897.

On April 29th 1885, he married Miss Janet McLeod, and has one son, Kenneth Ferguson. Mr. MacLaren is still youthful and



robust, and has apparently many years of useful work before him, which, if we accept his past record, will be honourably employed in extending Canadian influence and enhancing the value of her products, exemplifying in his own life that great success can only be attained by unremitting toil and unswerving integrity of purpose.

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VALENTINE STOCK, M.P.P., was born June 30th, 1852, in East Zorra, County of Oxford, of German parents. His father and mother came to Canada in the early 'forties, and worked with farmers in North Easthope until 1850, when they married, settling on lot 31, concession 16, East Zorra. At the age of six years Mr. Stock was sent to school, not knowing a word of English. A few years subsequently he was retained at home to assist his father on the farm. At 17 he swung the cradle in harvest, having along with one of his sisters for several years previous bound all their crops. When 16 years of age he began teaching in the Sabbath school, in a little log church erected on his father's farm, in which laudable vocation on Sabbath days he still continues. In those old times he did his share of severe manual toil in clearing land, chopping cord wood, and ditching and underdraining with basswood and pine slabs in the swamps, as his humble position required that he should do. At 22, from certain injuries he had received, he returned to school to qualify himself as a teacher. In this he was successful, and taught nearly seven years in section No. 13, East Zorra, and one year in Tavistock. In 1884 he entered into business in Tavistock without experience or knowledge, and although having to come into competition with other established firms, through energy and upright conduct found his way into public confidence. In 1901, with another young man of Tavistock, he organized the Tavistock Flax Co., thus affording profitable labour to many citizens of the village.

In 1889 he was chosen clerk of South Easthope, which office he still retains. Hitherto he had not devoted much interest to politics, but in 1891 was solicited to address meetings in North Perth. This led to his nomination in South Perth in 1899 as can-

didate in the Reform interest against Mr. Nelson Monteith. On this occasion he was defeated. In 1902 he was again chosen as the Reform candidate, with Mr. Monteith as his opponent, and in this contest was elected. Mr. Stock is truly what we call a self-made man, having by his own unaided efforts raised himself from obscurity to a position of dignity and honour. He is a good public speaker, a true patriotic Canadian, and a worthy citizen. He says, "I am a farmer's son, raised on a farm, spent my young days there, and their welfare is mine also." Mr. Stock is still a young man, and has many days of usefulness before him.

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DILMAN KINSEY ERB, M.P., was born in the township of Woolwich, County of Waterloo, July, 1857. He is eldest son of the late Isaac Erb. His great-grandfather, Daniel Erb, emigrated from Pennsylvania in 1807, and located in Waterloo County, Ontario, near what is now the village of Bridgeport. The family is of Swiss descent. He was educated at the Bridgeport public school and at S. S. No. 3, Wilmot, and at the age of 18 he began life as a teacher, which profession he followed for eight years, during the last five of which he was principal of the New Dundee public school. In 1885 he moved into the township of Downie, in the County of Perth, where he started farming. In 1887 he was elected school trustee and secretary-treasurer in his section, which positions he has held continuously up to the present. He was elected township councillor in 1892 and again in 1893. The following three years he was deputy-reeve. In 1892, when the Sebringville Flax Co. was organized, he was elected its first president, which office he filled four years. About this time he was made a justice of the peace. In February, 1895, he was chosen by the Liberals of South Perth to be their candidate at the next Dominion general election. He was elected to represent South Perth in the House of Commons in June, 1896, defeating Mr. William Pridham, of Fullarton, and re-elected at the general election in November, 1900, again defeating Mr. Pridham. In 1881 he married Phœbe, the youngest daughter of the late John S. Huber, of Blenheim township, County of Oxford. Mr. Erb is

strictly temperate in his habits, and a good public speaker, being possessed of many of those faculties requisite to a successful public man. In Farmers' Institute work he has taken an active part, and both by precept and example has done much to encourage tree planting on the farm. Mr. Erb is still a young man, and has many years of usefulness before him.

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JOHN C. MONTEITH is descended from good pioneer stock, being a son of the late Andrew Monteith, for many years one of the most prominent men of this county, and was born in Stratford in 1853. In Stratford schools he received a fair education, and his close connection with public men and public affairs in his youth gave him a distinctive aptitude for business. At an early period he assisted his father, being for a number of years deputy-treasurer of this county. In his public career he served the City of Stratford for many years—first as a councillor—and during 1893 and 1894 as mayor. In the days when Stratford was a country town he acted as reeve and deputy-reeve, serving in the county council for several years. Mr. Monteith's record during this period in his discharge of the functions devolving upon him evinced caution and economy; at the same time he was ready to promote and support any measure to benefit his constituents. During his period of service he was chairman of several important committees, and has discharged the important duties of secretary to the collegiate institute board for 18 years. His conduct in these responsible positions attracted the attention of the people, and he was nominated by the Conservative party of North Perth to contest the Riding at the election in May, 1902. In this contest he was elected, defeating Mr. John Brown. A protest was entered, and the courts declared the seat vacant on a technical point regarding the vote of an elector. Subsequently Mr. Monteith and Mr. Brown were again placed in the election to be held on January 7th, 1903.

Mr. Monteith, true to his family traditions, has been a life-long Conservative; he is Episcopalian in religion, and considered by all an honest and energetic business man.

JOHN CORRIE was born in Appleby, Westmoreland, England, in 1832. Although he cannot be considered a pioneer of this county, yet, during a period of nearly 50 years, he has been so active in promoting industrial progress that few names are more closely connected with its material development. Mr. Corrie is an ideal specimen of a kind-hearted Englishman, and in every sense is a self-made man. Emigrating to America at the early age of 22 years, he settled near Toronto. Here he engaged in bridge building on the G. T. railway, then in course of construction. Subsequent to this he was employed as track inspector on that road for ten years. During his inspectorate he located in Stratford, where he has resided ever since. Mr. Corrie has been a busy man during his life. He served for several years in the town council, and was one of the first license commissioners appointed under the Crooks' Act. He was inspector of county roads for many years, until the office was relegated to the county representatives. He was an active promoter of the Stratford Gas Co. and the Electric Light and Waterworks Co., of which he was president. He is a director of the Perth Mutual Fire Insurance Co., and has important interests in several of those large manufacturing establishments to which Stratford owes so much of her prosperity.

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GEORGE LEVERSAGE, of Fullarton, a pioneer of that township, and for many years a prominent man in this county, was born in England, in 1830. At an early age he came to Fullarton, settling near where is now the village of Carlingford, and entered on the laborious work of clearing a farm. He was a person of great public spirit, and while still a young man began his public career in being elected to the first council of Fullarton, in 1850. In 1866 he sat as deputy-reeve, and became clerk in 1873. In 1879 he succeeded Mr. William Davidson as reeve, till he was appointed county treasurer in 1896. He was a Conservative in politics, and opposed Hon. Thos. Ballantyne on two occasions, being defeated in both contests. Mr. Leversage was a consistent advocate of temperance during his whole life. As a Methodist he was long a prominent man, and few men of any denomination were more



loyal in their conduct to the faith they supported. He was a conscientious and honest man, kind and affable to all, and by his death in 1900 this county lost a faithful old servant, society an exemplary man, and his church a well-trying and devoted member.

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WALTER MURRAY was born in the parish of Kilpatrick, Dumfriesshire, Scotland, in 1823. He was a son of John Murray, and came to Canada in 1841, settling on lot 16, concession 6, Downie. He was the first pioneer in this section, and followed the Avon into the woods, far remote from any other settler. I need not detail the hardships endured for several years subsequent to this, and which were inseparable from backwoods life. Suffice it to say that Mr. Murray has met with abundant success, and, like many an old pioneer, has reason to rejoice that he came to Canada in search of a home. In 1853 he married Elizabeth Ballantyne, to whom were born eleven children, several having settled around the old place. Mr. Murray is a Presbyterian in religion, a Reformer in politics, and in principle an honest man.

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JOHN WALDRON SCOTT was born in Darlington, Durham County, in 1837. His father was a native of Edinburgh, Scotland, and on coming to Montreal engaged in the fur trade, ultimately settling in Darlington, where he closed a useful life in 1857.

Mr. Scott received a good education in the public schools and subsequently at Victoria college, when he entered on agricultural pursuits in Darlington, continuing on the farm until 1862. Meantime a new country had been opened up in this county, and Listowel was fast growing to be a place of importance. During this year he came to Listowel, and entered into partnership with Mr. Halstead as a general trader, also conducting a grist and saw mill. This continued only for a few years, however, when a dissolution took place, Mr. Scott remaining in the merchandising vocation with success until 1873. At this period he retired from that business and established a private bank in Listowel, which he has conducted ever since.

Mr. Scott has managed his affairs with judgment and tact, resulting in success. He has also been active in discharging those duties our local system of self government demands from public spirited citizens. He has been elected for many years to the council board, and occupied the mayor's chair for some time with acceptance to the people of Listowel and credit to himself. In those improvements which have done so much to build up the town he has been an active promoter. He was an effective advocate of the Stratford & Huron R. R., and was one of its directors. He is also a director of the British Mortgage Loan Co., of Stratford. He was the principal promoter of the piano factory, of which he is president, and has contributed of his time and means in support of other institutions which have made his adopted town next to Stratford as a manufacturing centre. In religion he is a Methodist, and, as will be noted elsewhere, was one of the original organizers of that denomination in Listowel. In politics he is a Reformer. Mr. Scott is a typical man of business, well informed, and of good intelligence; a useful man, and has well earned his high position in the community as a reward for his integrity and enterprise.

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HON. THOMAS BALLANTYNE was born at Peebles, Scotland, August 29th, 1829. His ancestors were originally shepherds, a vocation in Scotland singularly conducive to a strong type of character and stalwart physical form. His father having resigned his position as a keeper of sheep, retired to Peebles, where he engaged in trade. This enabled him to secure an education for his family, unobtainable in those remote valleys where Scottish shepherds had their homes. Mr. Ballantyne, therefore, having his mind to some extent cultured by acquiring a knowledge of reading, writing and arithmetic, and the foundation of his character laid by a proper understanding of the doctrinal points laid down in the shorter catechism, with a fine stalwart person and a good constitution, was ready for life's great battle. He, therefore, emigrated to Canada in 1852, settling in Downie. Here he taught school for eight years, when he laid down the ferule

and became a farmer. So far, beyond a display of dexterity in his vocation, and a gradual increasing interest in public affairs, his life or conduct indicated no adaptability for the great work he was afterwards called upon to perform. Like other prominent men in this county, he began his career of usefulness in the ranks of those who were then struggling for success against many obstacles and great disadvantages. In his early days he was without fame, without wealth, without influence, and without aid. He had, however (as all men have who ever accomplish much in this world), the elements of greatness within himself. I believe heaven gives every man his work to do, and supplies him with faculties to accomplish it. He must exercise them that his manhood may be developed, and his power of execution as he advances will be increased, enabling him to discharge those greater functions and responsibilities he is called on to perform. In Mr. Ballantyne's life this principle is illustrated in a marked degree.

In 1855, or exactly three years subsequent to his arrival in this country, he began his public career by being appointed auditor of township accounts in Downie. In 1856 he succeeded Mr. James Redford as clerk, retaining that position (from some unexplained cause) for two years only. In 1859 he was again auditor, continuing in that office till 1865, when he was chosen clerk. This he retained for two years. In 1867 he was elected reeve, this being the first time that reeves and deputy-reeves were elected by direct vote of the people. He was now fast attaining prominence, and putting on his harness for that great work of his life in which he did so much to distinguish himself, and which we shall notice later on. He continued in the reeveship during four years, at a time when several important questions were settled by the county council. I refer my readers to another chapter for an account of his work in connection with a settlement of the municipal loan fund indebtedness, and his action towards constructing the Stratford and Warton railway, both of which have been of great advantage to this county. In regard to his policy in supporting a bonus to this road, he met with a storm of opposition, being

the only representative from a southern municipality who supported it when it was adopted by one of a majority. Had he opposed this by-law it would undoubtedly have been defeated, and a great wrong perpetrated on a section of our county at that time not able to help itself. On his return for re-election he was defeated. In Blanshard, Fullarton, and Hibbert he was looked upon as one whose interest was wholly centred in Stratford. He bent beneath the storm for a time. He defended his conduct on a principle positively true. Public feeling, in its blind fury, would receive no explanations. Now that 30 years have passed since those events transpired, I am constrained to say that we in the south have cause to blush at our stupidity. No measure ever passed by this county has been productive of greater good to our ratepayers than this much repudiated by-law. To Mr. D. D. Hay and Hon. Thomas Ballantyne Perth County is now under obligations for its success.

In 1871 he entered on the broader sphere of provincial politics, contesting North Perth against Mr. Andrew Monteith, but was defeated. In 1872 he was unanimously chosen by the South Perth Reform Association as their candidate for the House of Commons, but for private reasons could not accept. In 1875 he was chosen for the Legislative Assembly, and in this contest defeated Mr. George Leversage, of Fullarton. In 1879 he was again elected, defeating Mr. Jacob Brunner, then reeve of Downie. He held the seat continuously till 1894, meantime having defeated Mr. W. R. Davis on two occasions, and Mr. George Leversage a second time. In this latter year he was in turn defeated by Mr. McNeil, of Fullarton, since which he has not been a candidate. During his last four years in Parliament he was honoured by being chosen Speaker of the House, a position which, from his long parliamentary experience, he was admirably qualified to fill.

So far this is a record to which few men ever attain in any country. Popular as a man he certainly was, but this was not his proper work, and on his success as a politician his fame will not rest. As a matter of fact he was not a politician at all. He



was simply a member of parliament. He has not a single quality essential to a successful politician. Mr. Ballantyne is a man of strong convictions, sincere in his conduct and professions, truthful and honest; nay, stern in advocating those principles he believes to be correct. He could not prevaricate successfully if he tried. He has not a particle of humbug in his nature. When a few complications, therefore, arose in his election, which to our professional politician would only have added zest to the contest, his honesty and contempt of those tactics adopted by his opponents wrought his defeat.

In an age when great events are being agitated before the people his qualities would be invaluable. With such a man as William Lyon Mackenzie—stern, lion-hearted, and sincere, standing like a giant in the way, fighting for the rights of the people—Mr. Ballantyne would have been a power. In the rottenness of our present Canadian politics he could have no act or part. To be a successful politician now a man must be equivocal in his professions, cat-like in his conduct, and supremely foxy in all his relations with those he is pleased to term his dearly-beloved supporters. Political favour is not now bestowed as a matter of fitness in its recipient for an appointment, but is given through fear, or for services rendered in party interest, irrespective of public good. With these qualities as being requisite to political success, it is a matter of surprise that Mr. Ballantyne remained in parliament as long as he did. None of these qualities did he possess, and his sincerity, his open avowal of principle, his devotion to truth and detestation of sham, effected his political fall.

As we have already intimated, his future fame will not rest on his political attainments, but on that great interest it has been the end and aim of his life to uphold and build up. His efforts in behalf of co-operative dairying have done more to enrich individual Canadian farmers in Ontario than any or all governments have done since Canada became a United Dominion. It has been said that he was a man of one idea, and could not see beyond a cheese-box. On this string he harped, in season and out of season, anywhere and everywhere, in all circumstances, and under all con-

ditions ; improving our cheese product was his theme. For this every farmer engaged in dairying ought to be thankful. It was a blessing for Canada that he was possessed of this idea, for previous to his time Canada had none. Every man who has accomplished anything great and good has been a man of one overpowering idea. His mind can have room only for one thought, which is constantly pressing itself on his attitude like something waiting to be borne into a material thing. This must be so evident to all intelligent readers that I need not illustrate it by individual examples.

In co-operative dairying he fought his battle alone for a number of years, investigating, examining, teaching, and exhorting, determined to succeed in spite of apathy and carelessness in his co-workers. Never wearying, confident of ultimate success, he worked on. Light did not dawn on his efforts till the Centennial Exhibition was held at Philadelphia in 1877, when he brought back to Perth County the gold medal for the best cheese made on the American continent. He was now recognized in Canada, and largely in the U. S., as being not only an authority on dairying, but the great promoter of an industry which now brings to the Canadian farmer each year a sum amounting to \$13,000,000. Let it not be forgotten, therefore, by those who attempt to belittle his work, that no such distinction had ever been received in Canada before. During the next twelve years he had made still greater efforts in regard to improvement, and at Chicago World's Fair he had the satisfaction of seeing the fruition of his labours in Canada being crowned with honour, this county again holding a conspicuous position.

During 1867 he led the way in Perth County by erecting Black Creek cheese factory, and by his example stimulated others to follow in his steps. He attended the first dairy convention, at Ingersoll, in 1867, and was elected a director. He was chosen president in 1872, 1873, 1879, 1882, 1883, 1885, 1886, 1887, and 1891, after which he retired. As a mark of respect, and in recognition of his valuable services, he was appointed first honorary president, which office he still retains.

All this had not been accomplished without difficulty. Mr. Ballantyne says, "About 1870 we had given everything up for lost. We had expended more money than we could afford to expend from our private funds in our efforts to produce a high class of goods. In our dilemma we appealed to Hon. John Carling, then Minister of Agriculture in Toronto. He promptly responded by granting \$800 per annum to assist in prosecuting our enterprise. This gave us new hope, and stimulated us to greater exertion." Mr. Ballantyne suggested the principle of employing instructors, which has done so much to improve the quality of our product. Professor Arnold was engaged, but unfortunately for some unexplained cause did not succeed. The Association were unwilling to retain his services. Mr. Ballantyne had full confidence, however, in his work, and retained him at his own expense for another year. Results have surely justified his experiments, and the number of instructors now employed and the quality of goods made all bear testimony to his zeal and judgment in support of co-operative dairying.

Again I may be permitted to say that it is extremely doubtful whether dairying without Mr. Ballantyne's continuous exertions in its behalf would not have collapsed in Ontario as it did in some sections even of our own county. One thing may positively be affirmed, that it would not have reached its high standard of excellence in so short a period of time without his aid, if it ever attained it at all. But the influence of his life-work extends beyond co-operative dairying, in so far that it taught the farmers of this country the great advantages arising from united action. Individual effort on their part could never have produced such extraordinary results as has arisen from our factory system. It has created a confidence in one another never before existing, and taught them this never-to-be-forgotten lesson, that by mutual aid and concerted action they can exalt their calling to yet higher points of usefulness. But this is not all. It is conceded that dairying has been most successful of all Canadian industries. Of eight or nine hundred cheese factories in Canada all, or nearly all, are controlled and managed by farmers themselves, thus giving

to the world a display of commercial ability second to none. The tendency of all this is to develop the latent faculties in our agricultural population, and their expansion must result in untold benefits to this country.

Having thus far reviewed the efforts of this man, before closing our imperfect sketch it might be well to look at him and those motives by which he was actuated in prosecuting this great work. To men of sordid minds it appears inexplicable that any one should devote either his time or his talent for the public good without hope of pecuniary reward. All such characters in themselves are of little use in the world except to carry clay that men of better minds may make brick. To measure the labour of great men by so mercenary a rule is to subordinate their high aspirations to a standard of material things. Human greatness is human spirituality, and no great man ever reduced the sum of his efforts to a few pennies. Howard had no hope of financial reward. Booth had no hopes of reward. A man who plunges into a raging flood to save his drowning fellow-man has no hope of reward. He only sees his duty, and if heaven has given him the power to save others, in heaven's name let him exercise it. I believe no great men ever for one moment think of reward as they move onward to the higher functions, waving their light aloft that those afar off may see its brightness and follow onward. I believe in the beginning great men are endowed with certain faculties, so overpowering as to impregnate their every thought, and so become crystalized into action, and will continue to evolve great things without consideration or hope of reward. On no other principle can I account for the work accomplished by this pioneer. As an exporter his profits might have been equally large without his making any efforts on behalf of dairying. All his experiments in its interest, his payment of Prof. Arnold from his private purse, all his investigations into new systems and theories, were made without hope of reward. In view, therefore, of these things it must be conceded that his only motive was a noble ambition to be instrumental in improving an important branch of farm husbandry as a benefit to his country.



As a man he was exemplary in his conduct, kind to his friends and family, although somewhat restless and enterprising amongst those who were his opponents. He was prompt in business, having good administrative faculties. He was ever ready to assist and draw from obscurity young men of ability, and more than one Canadian who now sits in high places owes his advancement to Thomas Ballantyne. During his busy life he has filled many positions of trust, and is now president of the British Mortgage Loan Co. and vice-president of the Perth Mutual Fire Insurance Co. In politics he is a Reformer, in religion a Presbyterian; he is an excellent public speaker, a gentleman in appearance, and a fine specimen of a public man.

In 1856 he married Miss Mary Ballantyne, daughter of Robert Ballantyne, then reeve of Downie. This lady was his cousin. To them were born seven sons and one daughter, all of whom are living, the eldest being Professor Ballantyne, of Knox College, Toronto. It is with pride he says "No son of mine has sought a home under the Stars and Stripes; Canada is good enough for them; here, I trust, they will remain and contribute towards building up that empire of which we form so conspicuous a part."

On December 31st, 1902, Mrs. Ballantyne was taken from him, and to her memory he is now carrying out the noblest work of his life. While this history is being published a beautiful building is being erected at great cost by him for a nurses' home, and bequeathed to Stratford hospital as a lasting memorial to her who was his faithful companion for so many long years.

Verily, verily, I say, Hon. Thomas Ballantyne's name is one which may be added to the illustrious sons of "Auld Scotia."

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As I must close these sketches, so I shall finish the work I had designed to do. Even now I only stand at the beginning of this old story of pioneer life. What I have written, I have written. One mightier than I has expressed himself, "As standing on the shore gathering pebbles, while the great ocean of truth lay before him undiscovered," so I have gathered only a few fragments from those days which are now past and gone. I trust some one with

greater powers than I can boast may continue a work whose stores of incident to me seem inexhaustible. As I opened this history with remarks on pioneer life, let us return to the old shanty once more. There it still stands, a relic of the past. Into its forsaken chamber, now sacred to dear memories, let our old pioneer enter. He is now wrinkled and grey, but let him stand in that spot where his chair stood for so many years, dream dreams, and see visions of early days. There is that in our nature which inclines us to linger where events have transpired that have left their footprints on the chart of our remembrance. In declining years memory feeds itself on scenes of other days. To live again our former lives is to exist in the subdued light of the past. It is like waiting in the ineffectual rays of a setting sun and dreaming of his noontide glory.

What wonder, then, if the thoughts of those lyart veterans return to the old ruined walls that sheltered them in youth, and see in their sagging wreck those marks of decay now inseparable from their own frail and time-worn frames.

Farewell, then, I say to you old pioneers. With you and amongst you I spent my youthful days. While I remain here amidst the foot-hills of life I try to gather up broken remembrances of a time which is gone. These I have written in a scroll wherein I have also inscribed your names, therein to remain as long as this book shall last.

THE END.

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